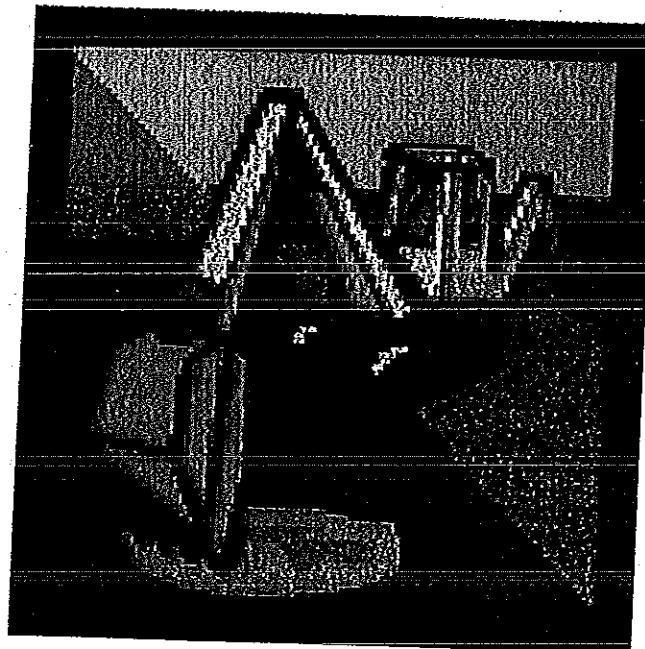




City of Long Beach

CITY OF LONG BEACH ROADWAY EVALUATION PROGRAM

2005



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Prepared by the Department of Public Works

DECEMBER 2005

CITY OF LONG BEACH
ROADWAY EVALUATION PROGRAM

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Finalized December 2005

CITY OF LONG BEACH ROADWAY EVALUATION PROGRAM

PROGRAM OBJECTIVE

The purpose of the City of Long Beach Roadway Evaluation Program is twofold, the first, to evaluate the physical deficiencies of each City street and assign a comparative rating; and, second to recommend a course of remediation based upon the overall physical condition. Technical information regarding the condition of the roadways and the subsurface utilities was obtained from City maintenance department personnel. Field data retrieval exercises were performed by the City's engineering staff. A computerized matrix format was devised to analyze and present the data.

This document describes the process undertaken, presents the data accumulated and makes general recommendations for addressing roadway deficiencies. The purpose of this exercise is not to develop funding strategies or to establish a timeframe for undertaking remedial activities. We caution that due to the ever deteriorated state of many of the City's roadways, the conclusions generated in this document should be used as a *guide* for future decision making. Periodic re-assessments to reflect changing conditions should be undertaken. Scores and ratings could change accordingly.

OVERVIEW

RECENT HISTORY - Reconstruction/Rehabilitation of Roadway Systems

The City of Long Beach owns and maintains a network of roadways spanning nearly 55 miles and dating back to the 1920's. Over the first 50 years, most streets remained untouched. Sporadic asphalt overlays were periodically placed over the original concrete pavements as surface imperfections and drainage issues developed. Subsurface improvement projects were limited with the major focus directed at improvements to the City storm water systems and potable water distribution mains. There is no historic evidence that any comprehensive roadway and utility rehabilitation program and/or upgrading strategy was ever adopted or implemented.

Long overlooked, the City's roadways in many cases have exceeded substantially their projected life expectancies. Incidents of chronically flooded roadways, collapsing

sanitary sewer systems and inadequate water flow are increasing exponentially as the aging process continues and as the City's list of street rehabilitation candidates increases. In the last two decades, the aging and failing roadway and subsurface utility systems have emerged as a top priority for elected officials and City administrators. Over the last 20 years a conscientious effort has been undertaken to address the most severe and most traveled thoroughfares. Unfortunately, the cost associated with large scale reconstruction is immense. The reality is that an array of other infrastructure issues and needs compete heavily for the limited capital improvement monies available. With a significant reduction in Federal and State grant monies available to local municipalities for roadway projects in recent years, the City like most local governments are faced with a funding dilemma.

PAST SELECTION PROCESS

While no formal project selection process was employed, a strategy or philosophy existed. The selection of roadways rehabilitation candidates was need orientated often propelled by a potentially hazardous problems and/or emergency situation. In other cases, the availability of "project specific" state grants dictated the actions of the City. Road reconstruction candidates were often selected based upon overall use of the roadway therefore the busiest thoroughfares received the greatest consideration. The enclosed City of Long Beach Roadway Improvement Map (Figure 1) depicts street projects undertaken since 1986 and illustrates the level of effort made by the City.

Over the last decade, the City has made major strides in upgrading its primary and secondary roadway network (major avenues and boulevards), which were considered the highest priority, impacting the most peoples. Unfortunately, under such a strategy, tertiary roadway projects (local streets) often are only addressed when an emergency situation develops. Since the late 1990's, the focus of the City's street reconstruction efforts have been towards the less traveled residential roadways. In most cases the selection process focused upon streets with overall pavement deterioration and/or chronic flooding, though such factors were often overshadowed by a more pressing issue, which is the advanced deterioration or collapse of their sanitary sewer systems.

THE COST TO REMEDIATE

Obviously routine maintenance is the most cost-effective approach in insuring the integrity of the City streets and extending their useful life. Sealing and repair of pavement cracks and depressions; scarifying and cleaning dirt gutters; cleaning and repairing sanitary and storm sewer breaks, as well as overseeing roadway excavations by others are important and necessary activities. Unfortunately due to age, and environmental conditions, including hydro-geologic influences, overall deterioration of City streets requires a more aggressive approach. Technically, two approaches exist when addressing street improvements. The first and most preferable is complete *reconstruction* which represents a long term fix (complete replacement of the road pavement, including sidewalks and driveway aprons; installation of concrete gutters and associated storm drain structures; upgrading of water mains and sanitary sewer as well as

improving street lighting facilities). Reconstruction addresses all issues and has a life expectancy well in excess of 20 years. The other option is *resurfacing* (asphalt overlay and concrete curb and driveway apron replacement) which improves ride-ability and provides aesthetic appeal. The life expectancy of a resurfacing project is 10 years or less. Often, due to the degree of deterioration of the roadbed coupled with failing subsurface utilities, road resurfacing is neither prudent nor feasible. Overlay projects tend to be more difficult to design and the quality of the product is often difficult to insure, though visual appeal is high. However, costs differences are substantial. Note recent escalations in oil prices and insurance liability premiums could ultimately result in construction price jumps in excess of 10%:

Type *	Typical Block	Boulevard Block
Asphalt Overlay	\$60-70,000	\$40-80,000
Complete Reconstruction	\$500-600,000	\$250-300,000

* These figures do not reflect engineering design and construction inspection costs formally performed by in-house engineering staff. Consulting engineering services will add 20-25 % to the construction costs depending upon the scope and magnitude of the project.

It is estimated that between \$2-3M annually has been expended on major reconstruction and rehabilitation roadway efforts over the last 20 years. However a substantial amount of grant money was available to subsidize this effort. Fortunately annual appropriations of approximately \$300,000 from the NYS CHIPS Program (designated for roadway rehabilitation efforts) have remained consistent over recent years.

FUTURE DIRECTION

It is apparent that the roadways and utilities are aging at a rate where needs are greatly exceeding available funds. With most roadways and utilities approaching 70-80 years in age, the City is faced with continued failures and a rather sizable list of potential project candidates.

As available funds diminish the need for carefully and innovative planning to deal with a failing road system becomes more imperative. Cost effective approaches need to be developed. It is apparent that monies for large scale reconstruction efforts may not be realistic, at least in the immediate future. However, roadway needs must be addressed and it would appear that a change in approach from the "mega" project to small manageable in-house type actions may be effective in the short-term. To this end the City may need to pursue alternate remediation strategies in upcoming years.

This roadway evaluation provided hereon, hopefully provides the tool necessary to initiate a short and long term strategy for addressing the City's roadway system.

TECHNICAL APPROACH FOR EVALUATING ROADWAYS

EVALUATION STRATEGY

The initial step in the Roadway Evaluation process was to assemble pertinent roadway and utility data in the form of recorded, historical information. This inventory was augmented with City-wide field reconnaissance efforts (windshield surveys) conducted during wet and dry weather conditions, which was conducted by in-house engineering staff. To undertake a comprehensive assessment of the streets it was necessary to incorporate within the inventory, information regarding of the various visible and subsurface components that make-up a "roadway system". Six (6) such components were identified (these are discussed in detail below). For each component, a list of technical criteria was developed that described various levels/stages of deterioration, each was assigned a numerical value. The intent of this exercise was to provide generic descriptions that could be used to compare overall condition or usage. Certain components intuitively carry more importance since they apply to a roadway's structural integrity, and these were assigned higher values.

After an internal record search was completed, each roadway (approximately 400 street segments covering nearly 55 miles) was inspected in both dry and wet weather conditions. Values were subsequently selected and an overall rating was calculated for each component. Using an average of the weighted component scores, a final score was calculated for each roadway. **The rating system was such that the lower the score the more severe/deteriorated are the conditions.** A score of 1.83 represents the worst possible road. A score of 4.5 would be an ideal street and streets that achieved this rating would have been recently reconstructed. A complete inventory of all roadway scores is presented in *Appendices 1 and 2*.

For each roadway a proposed remediation scenario was assigned depending upon the type of road and the degree of deterioration. Six (6) options were identified including the "no action" alternative. These were labeled "A" through "F". The options propose complete reconstruction to various levels of rehabilitation. In the majority of cases "routine" maintenance practices (i.e., activities within the capabilities of the Highway Department) should address the immediate concerns of residents.

The City was divided into ten (10) geographic sectors as depicted in Figure 2 (Roadway Evaluation Sectors). These were delineated based upon by their commonality and similarity. It was felt that when prioritizing and potentially selecting future reconstruction and rehabilitation candidates, each roadway should be viewed against other streets within the same sector. This would provide comparisons that are more relevant and representative. Routine updating of the ratings would be advisable to reflect evolving conditions.

COMPONENT CRITERIA

Weighted criteria were developed for each roadway system component. The intent was to give greater emphasis on those factors that more directly impact the structural integrity and safety of a roadway. The lower the component number, the more deteriorated the condition. Scores were

WATER SYSTEMS:

SCORE	CRITERIA DESCRIPTION
1	Water mains and services exceed 30 years in age and mains are 6 inches in diameter or less. The number of hydrants is insufficient and/or flow rates are such that current demands can not be met. Numerous complaints of inadequate flow have been received and in many cases re-services have been undertaken. An insufficient number or defective valves exist which make shutdowns of the system difficult or impossible.
2	Water mains and services exceed 30 years in age and mains are 8 inches in diameter or greater. The number of hydrants appears sufficient however flow rates are such that current demands can not be met. Occasional complaints of inadequate flow have been received and in some cases re-services have been undertaken. The ability to obtain a sufficient shutdown is questionable.
3	Water system has been upgraded in last 30 years and is operating effectively.

SEWERS (SANITARY):

SCORE	CRITERIA DESCRIPTION
2	Sewer mains exceed 30 years in age and are exhibiting signs of failure in the form of main breaks/collapses, extremely deteriorating manholes, excessive voids forming in the roadway and/or chronic backups. Documented resident complaints support a history of numerous backups associated with the deterioration of house laterals. Ground water conditions are high and systems experience excessive infiltration and inflow (i/i) and/or surcharging. Main appears to be inadequately sized or improperly pitched to handle current or projected sanitary loads.
4	Sewer mains exceed 30 years in age and are exhibiting signs of failure in the form of an occasional break, deteriorating manholes, some settlement in the roadway and/or sporadic backups. Documented resident complaints support a history of an occasional backup associated with the deterioration of house laterals. Ground water conditions are high and systems experience infrequent or periodic infiltration and inflow (i/i) and/or surcharging. Main appears to be inadequately sized or improperly pitched to handle current or projected sanitary loads.
6	Sanitary sewer system has been substantially upgraded in last 30 years and is operating effectively.

DRAINAGE:

SCORE	CRITERIA DESCRIPTION
1	Positive drainage for the roadway is non-existent and runoff is primarily collected in curbside dirt gutters or drywells. Existing positive drainage structures and/or piping is inadequately sized to handle volume of runoff during typical rain events and/or are structural deteriorated. Irregular street grading deters the fluid transport of water to these receptacles. Conditions are such that chronic flooding occurs after most rain events, with major inundation occurring during and after a major storm (2+ inches). Water retention on the street exceeds 24 hours after a rain event.
2	Positive drainage for the roadway is non-existent and runoff is primarily collected in curbside dirt gutters or drywells. Existing positive drainage structures and/or piping is adequately sized to handle volume of runoff during typical rain events. Irregular street grading may deter the fluid transport of water to these receptacles. Conditions are such that chronic flooding occurs occasionally after rain events, with more substantial inundation occurring during and after a major storm (2+ inches). Water retention on the street rarely if ever exceeds 24 hours after a rain event.
3	Roadway drains well during and after typical rain events. Occasional flooding may occur during high intensity rain, but water is typically gone within hours after the event. Pooling water along gutter areas is minimal or sporadic.

CURB/SIDEWALK/DRIVEWAY APRONS:

SCORE	CRITERIA DESCRIPTION
1	At least 25% of the concrete curbs, sidewalks and driveway aprons are cracked, broken, missing and/or elevated creating potential tripping concerns.
2	At least 10% but less than 25 % of the concrete curbs, sidewalks and driveway aprons are cracked, broken, missing and/or elevated creating potential tripping concerns.
3	Less than 10% of the concrete curbs, sidewalks and driveway aprons are cracked, broken, missing and/or elevated creating potential tripping concerns.

ROADWAY (PAVEMENT):

SCORE	CRITERIA DESCRIPTION
2	Roadway surface exhibits extensive deterioration in the form of longitudinal/transverse separations; alligator cracking; widespread pothole or trench patches; rutting; spalling; and/or, edge cracking. Such defects exist on greater than 50% of the pavement. A substantial portion of the roadway has settled such that drainage is impeded and potential vehicular and pedestrian traffic is jeopardized. Adjoining waterway bulkhead is failing causing undermining of the adjoining road surfaces.
4	Roadway surface exhibits sporadic deterioration in the form of longitudinal/transverse separations; alligator cracking; widespread pothole or trench patches; spalling; rutting; and/or, edge cracking. Such defects exist on 25% to 50% of the pavement. Isolated portions of the roadway have settled such that drainage is impeded and potential vehicular and pedestrian traffic is jeopardized.
6	Roadway has been reconstructed in the last 30 years or repaved (asphalt overlay) in the last 10 years. Roadway surface exhibits minor deterioration in the form of longitudinal/transverse separations; alligator cracking; widespread pothole or trench patches; spalling; rutting; and/or, edge cracking. Road settlement is not an issue.

USAGE:

SCORE	CRITERIA DESCRIPTION
2	Roadway is a "primary" or "major" thoroughfare servicing a significant volume of daily vehicular and pedestrian traffic, characterized by peak flow during rush hours. Roadway is a designated emergency evacuation, truck and/or bus route and is equipped with traffic control systems.
4	Roadway is a "secondary" thoroughfare servicing a substantial volume of daily vehicular and pedestrian traffic; or may be the site of public or medical facilities, schools and/or houses of worship. Roadway may or may not have traffic control systems. Roadway may be primarily residential in nature but serves as a pass-through or alternate route between larger thoroughfares.
6	Roadway is a "tertiary" thoroughfare that is primarily residential in nature. Daily use is by local area residents and associated service vehicles. Besides corner stop signs, roadway has no traffic control systems.

PROPOSED REMEDIATION OPTIONS

Based upon the overall condition of each roadway, a remediation option was assigned that would address the identified defects. The selection of a rehabilitation plan was based upon engineering judgment and relevant technical experience.

REMEDIATION CODE

- A. Complete reconstruction of roadway including upgrading of sanitary sewer and potable water systems (where appropriate), replacement of concrete sidewalks, curbs, and driveway aprons; installation of concrete gutter and appropriate positive storm drainage facilities; replacement of pavement.
- B. Rehabilitation of roadway in the form of an asphalt overlay of the existing pavement; replacement of concrete curbs and/or driveway aprons where appropriate; and, possible installation of concrete gutters or drainage pavers.
- C. Rehabilitation of concrete (or brick) roadway by replacing deteriorated pavement sections; upgrading defective concrete sidewalks, curbs and/or driveway aprons; cleaning catch basins, and scarifying and/or filling dirt gutters.
- D. In-house maintenance efforts to seal cracks; fill joints; repair potholes; and, rehabilitate defective patches/trenches.
- E. Scarification of dirt gutters; restore gutters by installation of gravel/soil or elevate/replaced existing drainage pavers; or replace existing and/or clean of catch basins.
- F. No action proposed at this time.

USE OF ROADWAY ASSESSMENT DATA

Once the data was collected and component scores assigned to each roadway, the information was entered into a computer program, which produced a tabular display of the results. The initial product was a complete listing of all streets within the City based upon score (Appendix No. 1). The scores range from 1.83 to 4.5.

The lower the score - the worst condition.

When reviewed, this table proved to be not only informative but collaborated well with this office's prior assessments of the City's roadways. The roads historically considered in the most deteriorated or substandard condition appeared in the top 15% of all roadway candidates. To better view these results we refer to Figure 3 – "Priority" Roadway Candidates. Highlighted in yellow are those streets that received a score of 2.67 or less. These would be considered the most worthy or "priority" candidates for future remediation efforts. *It is important to remember that the Roadway Score is the important number not the positioning of the street name in the listing.*

Reading the tables generated, hopefully, will not be difficult. There are eleven (11) columns, each with a descriptive heading:

- | | |
|-------------------|--|
| Column 1 | This indicates the designated Sector (or section) that a particular roadway was placed. There are a total of ten (10) sectors, which are displayed in Figure 2. |
| Column 2 | This column identifies a specific roadway or roadway segment. |
| Column 3-8 | These columns document the assigned "weighted" score for each roadway component. |
| Column 9 | The total of all component criteria scores (Columns 2 through 8) is provided in this column. |
| Column 10 | The Roadway Score which is the number utilized in comparing streets is depicted in this column. This figure is computed by dividing the total score (Column 9) by 6. |
| Column 11 | The proposed Remediation Option for a roadway is provided in this column. |

While Appendix No. 1 provides a comprehensive evaluation of all City streets, it was felt that for planning purposes it would be advantageous to view and compare the streets in each Sector. Appendix No. 2 provides printouts of Sector specific evaluations.

In Appendix No. 3, a sample work sheet is provided. This document was utilized during the field reconnaissance phase to record observations. The completed sheets for each roadway are available in the Public Works Office for perusal.

IDENTIFICATION OF "PRIORITY" STREETS

While any road rating system can be criticized for being both subjective and temporal, an exercise of this nature, which is based upon visual and physical data assembled by experienced professionals, provides a usable tool for establishing the worst or "priority" streets requiring remediation. For easy reference, we have listed below the most deteriorated roadways in each sector. The priority candidates were defined as those roads that received a score of 2.67 or less which represent nearly 15% of the City's approximate 400 street segments. It is important to note that an additional 12% of the streets were rated at 2.83 and any one could potentially reach "priority" status in the immediate future. As discussed, detailed lists presenting the results of the roadway evaluation by City wide and by geographic sector are included in the appendices.

Note in certain cases, "no action at this time" is proposed for a specific *Priority Street* (Remediation Code "F"). In such circumstances, the street is typically a major roadway (high traffic volume) with poor subsurface utilities. However the road surface was found intact, drained well and required no short term remediation. Future utility failures could result in a change to the recommended response.

SECTOR 1: West End

ROADWAY SEGMENT	SCORE	REMEDIATION CODE
COMPLETE - Georgia (Oceanview-Beach)	2.33	A
COMPLETE - Illinois (Park-Beech)	2.50	A
COMPLETE - California (Park-Beech)	2.50	A
COMPLETE - Nevada (Park-Beech)	2.50	A
COMPLETE - Connecticut (Oceanview-Beach)	2.67	A
COMPLETE - Virginia (Oceanview-Beech) (OVERLAY)	2.67	A
COMPLETE - Connecticut (Beach-Oceanview)	2.67	A
COMPLETE - New York (Beech - Beach) (OVERLAY)	2.67	F
Wisconsin (Park-Beech)	2.67	A
Connecticut (Park-Beech)	2.67	A

Remediation Code descriptions appear on Page 11.

SECTOR 2: The Walks

	ROADWAY SEGMENT	SCORE	REMEDIATION CODE
<u>COMPLETE</u>	- Walnut (Grand-Lindell)	2.17	A
<u>COMPLETE</u>	- Grand (Park-Beech)	2.67	A
	- Olive (New-York-Lindell)	2.67	C

SECTOR 3: Westholme North

	ROADWAY SEGMENT	SCORE	REMEDIATION CODE
<u>COMPLETE</u>	- Hudson (Grand-Lindell)	2.17	B
<u>COMPLETE</u>	- Chester (Grand- Lindell)	2.33	A
	- Hudson (Laurelton-Magnolia)	2.33	A
<u>IN PROGRESS</u>	- Market (Magnolia-National)	2.50	A
<u>COMPLETE</u>	- Chester (Grand-Bay)	2.50	A
<u>COMPLETE</u>	- Fulton (Lafayette-Laurelton)	2.50	A
	- Pine (Laurelton- Magnolia)	2.50	A
	- Chester (Washington-Lafayette)	2.67	D
	- Hudson (Washington-Lafayette)	2.67	D
<u>COMPLETE</u>	- Market (Grand-Lindell)	2.67	A

SECTOR 4: Westholme South

	ROADWAY SEGMENT	SCORE	REMEDIATION CODE
	Riverside (Park-Broadway)	1.83	A
	Beech (Edwards-Riverside)	2.50	A
<u>COMPLETE</u>	- Penn (New York-Grand)	2.50	A
	- Beech (National-Edwards)	2.67	B
	- Beech (Lafayette-Laurelton)	2.67	F
	- Beech (Magnolia-National)	2.67	B
	- Walnut (Lindell-Washington)	2.67	D

SECTOR 5: Broadway/Shore Road

	ROADWAY SEGMENT	SCORE	REMEDIATION CODE
<u>COMPLETE</u>	Broadway (Grand-Lindell)	2.33	B
<u>COMPLETE</u>	- Broadway (Riverside- LB)	2.33	B
<u>COMPLETE</u>	- Broadway (Edwards-Riverside)	2.33	B
<u>COMPLETE</u>	- Riverside (Broadway to Beach) (OVERLAY)	2.33	A
	Broadway (Laurelton-Magnolia)	2.50	F
	Broadway (NY to Grand)	2.67	B
	Broadway (Lafayette-Laurelton)	2.67	B

SECTOR 6: North Park

	ROADWAY SEGMENT	SCORE	REMEDIATION CODE
<u>DESIGN IN PROGRESS</u>	Riverside (Park Place- Bay)	2.33	A
<u>DESIGN IN PROGRESS</u>	Water Street (Riverside-LIRR)	2.33	A

SECTOR 7: East End North

	ROADWAY SEGMENT	SCORE	REMEDIATION CODE
<u>COMPLETE</u>	Neptune (Park-Bay Drive)	2.33	A
<u>COMPLETE</u>	- Market (Franklin-Neptune)	2.50	A
<u>COMPLETE</u>	- State (Franklin-Neptune)	2.50	A
<u>DESIGN SPRING 2018</u>	Bay Drive (Lincoln-Franklin)	2.50	Proposed Hospital Rehab Project
	Fulton (LB- Monroe)	2.50	A
	Market (LB-Monroe)	2.67	A
	Bay Drive (Monroe to Lincoln)	2.67	A
	Harrison (Franklin-Neptune)	2.67	A

SECTOR 8: East End South

	ROADWAY SEGMENT	SCORE	REMEDIATION CODE
<u>COMPLETE</u>	Monroe (Park-Broadway)	2.50	D
<u>COMPLETE</u>	- Penn (Neptune-Roosevelt)	2.50	A
<u>COMPLETE</u>	- Park (LB-Monroe) (CENTER MANH)	2.67	F
	Franklin (Park-Broadway)	2.67	B

SECTOR 9: President Streets

ROADWAY SEGMENT	SCORE	REMEDIATION CODE
<u>COMPLETE</u> - Cleveland (Walnut-Broadway)	2.50	A

SECTOR 10: The Canals

ROADWAY SEGMENT	SCORE	REMEDIATION CODE
<u>COMPLETE</u> - Harmon (Pine-Bay)	2.17	A
<u>COMPLETE</u> - Curley (Pine-Bay)	2.17	A
Pine (Doyle-Boyd)	2.33	A
<u>COMPLETE</u> - Armour (Pine-Bay)	2.33	A
<u>COMPLETE</u> - Kerrigan (Pine-Bay)	2.33	A
<u>COMPLETE</u> - Roosevelt (Park-Chester) <i>(OVERLAP)</i>	2.50	F
<u>COMPLETE</u> - Clark (Pine-Bay) <i>(OVERLAP)</i>	2.50	A
<u>COMPLETE</u> - Barnes (Pine-Bay)	2.50	A
Heron (Pine-Bay)	2.67	A
Heron (Chester-Bay)	2.67	A
Vinton (Chester-Pine)	2.67	C

I would like to express my appreciation of the Sewer Maintenance and Water Transmission Departments for their assistance in the collection of data. I would also like to acknowledge the extra-ordinary effort of Joseph Febrizio, Deputy Commissioner of Public Works, to produce a relevant computer program and associated visuals necessary to display the result of our evaluation. Also thank you, Christine Murphy, Administrative Aide for all your help.

Robert L.Raab, P.E.
Commissioner of Public Works/City Engineer

FIGURES

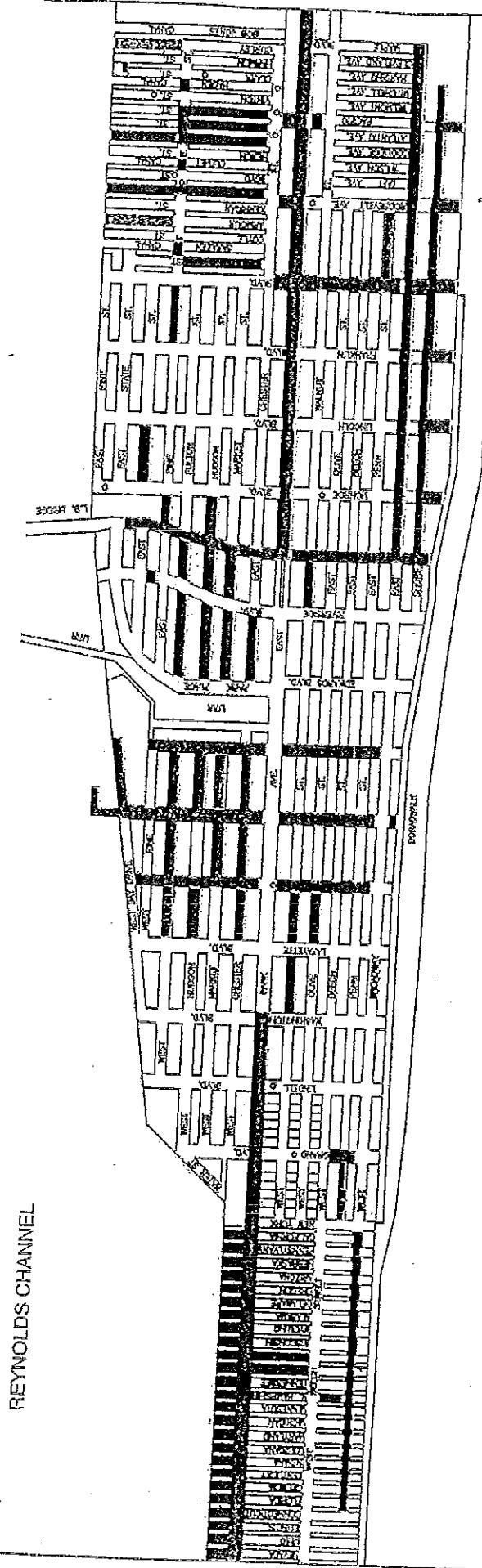
**FIGURE 1: MAJOR ROADWAY IMPROVEMENTS (since
1986)**

FIGURE 2 : ROADWAY EVALUATION SECTORS

**FIGURE 3 : "PRIORITY" ROADWAY CANDIDATES
FOR REMEDIATION**

FIGURE 1
CITY OF LONG BEACH
MAJOR ROADWAY IMPROVEMENTS
COMPLETED AND STATUS (SINCE 1986)

REVISED SEPTEMBER 2004



CAPITAL ROADWAY PROJECTS COMPLETED	1986-1996	<input type="checkbox"/>
CAPITAL ROADWAY PROJECTS COMPLETED	1994-2004	<input checked="" type="checkbox"/>
MAJOR BULKHEADING /WATERWAY PROJECTS	SINCE 1986	<input type="checkbox"/>
EMERGENCY SEWER ACTIONS (CONTRACTOR)	SINCE 1999	<input type="checkbox"/>
PROPOSED CAPITAL IMPROVEMENT PROJECTS		<input type="checkbox"/>
DESIGN STAGE		<input type="checkbox"/>

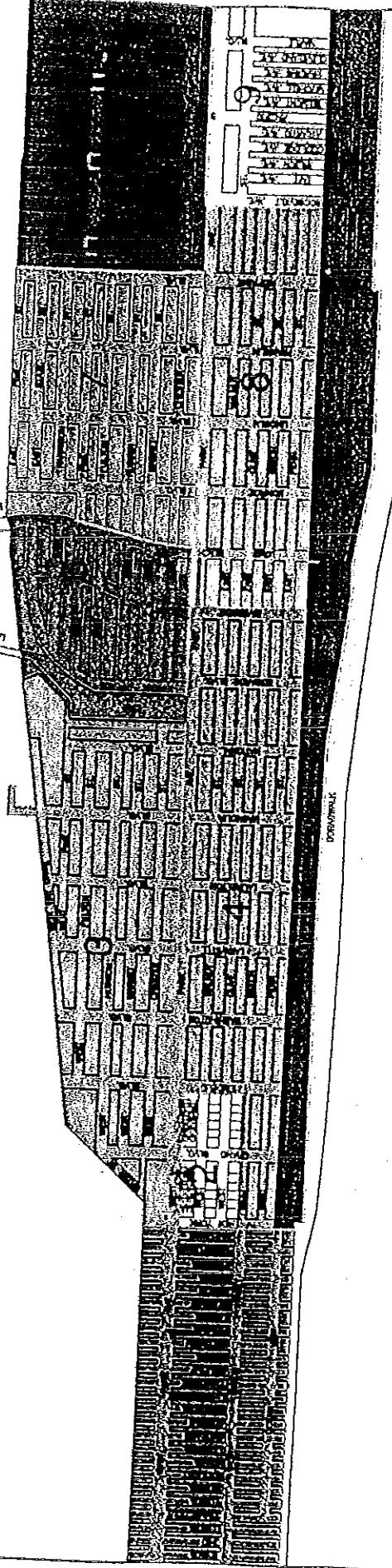
ATLANTIC OCEAN

NOTE: ROADS DELINEATED WERE EITHER COMPLETELY RECONSTRUCTED OR RECEIVED AN ASPHALT OVERLAY

FIGURE 2
CITY OF LONG BEACH
ROADWAY EVALUATION SECTORS

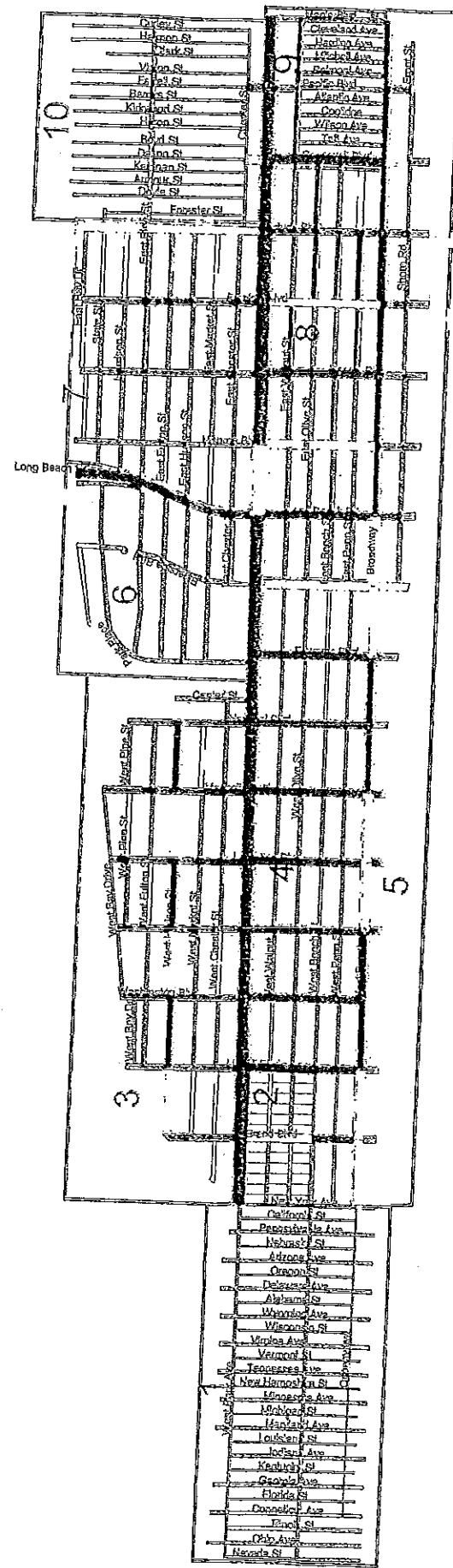
REVISED SEPTEMBER 2006
N

REYNOLDS CHANNEL



NOT TO SCALE

FIGURE 3
**"PRIORITY" ROADWAY CANDIDATES
FOR REMEDIATION**



RECEIVED SCORE OF LESS THAN OR EQUAL TO 2.67
OUT OF BEST CASE OF 4.50

NOT TO SCALE

APPENDIX NO. 1

CITYWIDE LIST OF ROADWAY SCORES

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
4	RIVERSIDE - PARK TO BROADWAY	1	2	1	1	2	4	11	1.83	A
2	WALNUT - GRAND TO LINDELL	1	2	1	1	2	6	13	2.17	A
2	GRAND - PARK TO BEECH	1	2	2	2	2	4	13	2.17	A
3	HUDSON - GRAND TO LINDELL	1	2	1	1	2	6	13	2.17	A
10	CURLEY - PINE TO BAY	1	2	1	1	2	6	13	2.17	B
10	HARMON - PINE TO BAY	1	2	1	1	2	6	13	2.17	A
1	GEORGIA - OCEANVIEW TO BEACH	1	2	1	2	2	6	14	2.33	A
5	BROADWAY - GRAND TO LINDELL	3	2	1	2	4	4	14	2.33	B
5	BROADWAY - EDWARDS TO RIVERSIDE	3	2	1	2	4	2	14	2.33	B
5	RIVERSIDE - BROADWAY TO BEACH	3	2	2	1	2	4	14	2.33	A
5	BROADWAY - RIVERSIDE TO LONG BEACH RD	2	2	2	2	4	2	14	2.33	A
3	CHESTER - GRAND TO LINDELL	1	2	2	1	2	6	14	2.33	A
3	HUDSON - LAURELTON TO MAGNOLIA	1	4	2	1	2	4	14	2.33	A
7	NEPTUNE - PARK TO BAY DRIVE	2	4	1	1	2	4	14	2.33	A
10	ARMOUR - PINE TO BAY	1	2	1	2	2	6	14	2.33	A
10	KERRIGAN - PINE TO BAY	1	2	1	2	2	6	14	2.33	A
10	PINE - DOYLE TO BOYD	3	2	2	1	2	4	14	2.33	A
6	RIVERSIDE - PARK PLACE TO BAY	2	2	1	1	2	4	14	2.33	A
6	WATER - RIVERSIDE TO URR	2	2	1	1	2	6	14	2.33	A
1	ILLINOIS - PARK TO BEECH	3	2	1	1	2	6	14	2.33	A
1	CALIFORNIA - PARK TO BEECH	1	4	1	1	2	6	15	2.5	A
1	NEVADA - PARK TO BEECH	1	4	1	1	2	6	15	2.5	A
4	PENN - NEW YORK TO GRAND	2	2	1	2	2	6	15	2.5	A
4	BEECH - EDWARDS TO RIVERSIDE	1	4	2	2	2	4	15	2.5	A
5	BROADWAY - LAURELTON TO MAGNOLIA	3	2	2	2	4	2	15	2.5	F
3	CHESTER - GRAND TO BAY	1	4	1	1	2	6	15	2.5	A
3	FULTON - LAFAYETTE TO LAURELTON	1	4	1	1	2	6	15	2.5	A
3	PINE - LAURELTON TO MAGNOLIA	1	2	2	2	2	6	15	2.5	A
3	MARKET - MAGNOLIA TO NATIONAL	1	2	2	2	2	0	15	2.5	A
7	FULTON - LONG BEACH RD TO MONROE	1	4	1	1	2	6	15	2.5	A
7	BAY DRIVE - LINCOLN TO FRANKLIN	1	2	1	3	4	4	15	2.5	HOSPITAL REHAB
7	STATE - FRANKLIN TO NEPTUNE	1	4	1	1	2	6	15	2.5	A
7	MARKET - FRANKLIN TO NEPTUNE	1	4	1	1	2	6	15	2.5	A
10	BARNES - PINE TO BAY	3	2	1	1	2	6	15	2.5	A
10	CLARK - PINE TO BAY	1	2	2	2	2	6	15	2.5	A

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
8	MONROE - PARK TO BROADWAY	1	2	2	2	4	4	15	2.5	F
10	ROOSEVELT - PARK TO CHESTER	1	2	2	2	4	4	15	2.5	A
8	PENN - NEPTUNE TO ROOSEVELT	1	4	1	1	2	6	15	2.5	A
9	CLEVELAND - WALNUT TO BROADWAY	1	4	1	1	2	6	15	2.5	A
1	CONNECTICUT - PARK TO BEECH	3	2	2	1	2	6	16	2.5	A
1	WISCONSIN - PARK TO BEECH	1	4	1	2	2	6	16	2.67	A
1	CONNECTICUT - BEECH TO OCEANVIEW	1	4	2	1	2	6	16	2.67	A
1	CONNECTICUT - OCEANVIEW TO BEACH	1	4	2	1	2	6	16	2.67	F
1	NEW YORK - BEECH TO BEACH	1	2	3	2	4	4	16	2.67	A
1	VIRGINIA - OCEANVIEW TO BEACH	1	4	1	2	2	6	16	2.67	C
2	OLIVE - NEW YORK TO GRAND	1	2	1	2	4	6	16	2.67	D
4	WALNUT - LINDELL TO WASHINGTON	1	2	1	2	4	6	16	2.67	F
4	BEECH - LAFAYETTE TO LAURELTON	1	4	2	1	4	4	16	2.67	B
4	BEECH - MAGNOLIA TO NATIONAL	1	4	1	2	4	4	16	2.67	B
4	BEECH - NATIONAL TO EDWARDS	1	4	1	2	4	4	16	2.67	B
5	BROADWAY - NEW YORK TO GRAND	3	4	1	2	4	2	16	2.67	B
5	BROADWAY - LAFAYETTE TO LAURELTON	3	4	1	2	4	2	16	2.67	B
3	MARKET - GRAND TO LINDELL	1	4	2	1	2	6	16	2.67	A
3	HUDSON - WASHINGTON TO LAFAYETTE	1	4	2	1	4	4	16	2.67	D
3	CHESTER - WASHINGTON TO LAFAYETTE	1	4	2	1	2	6	16	2.67	D
7	MARKEET - LONG BEACH RD TO MONROE	1	4	2	1	2	6	16	2.67	A
7	BAY DRVE - MONROE TO LINCOLN	1	4	1	2	4	4	16	2.67	A
7	HARRISON - FRANKLIN TO NEPTUNE	1	4	1	2	2	6	16	2.67	A
10	HERON - CHESTER TO PINE	1	4	1	2	2	6	16	2.67	A
10	HERON - PINE TO BAY	1	2	1	2	4	6	16	2.67	C
10	VINTON - PINE TO BAY	1	2	1	2	4	6	16	2.67	F
8	PARK - LONG BEACH RD TO MONROE	3	4	1	2	4	2	16	2.67	B
8	FRANKLIN - PARK TO BROADWAY	2	2	2	2	4	4	16	2.67	A
1	INDIANA - PARK TO BEECH	3	2	2	2	2	6	17	2.83	A
1	LOUISIANA - PARK TO BEECH	3	4	1	1	2	6	17	2.83	A
1	OREGON - PARK TO BEECH	1	4	1	1	4	6	17	2.83	A
1	NEBRASKA - PARK TO BEECH	1	4	1	1	4	6	17	2.83	C
1	FLORIDA - BEECH TO OCEANVIEW	1	2	2	2	4	6	17	2.83	F
1	GEORGIA - BEECH TO OCEANVIEW	1	2	2	2	4	6	17	2.83	C
1	KENTUCKY - BEECH TO OCEANVIEW	1	2	2	2	4	6	17	2.83	B

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL SCORE	REMEDIATION
4	BEECH - NEW YORK TO GRAND	1	4	2	2	4	4	17	2.83
4	PENN - GRAND TO LINDELL	2	4	1	2	2	6	17	2.83
4	BEECH - LINDELL TO WASHINGTON	1	4	2	2	4	4	17	2.83
4	BEECH - WASHINGTON TO LAFAYETTE	1	4	2	2	4	4	17	2.83
4	LAFAYETTE - PARK TO BROADWAY	1	4	2	2	4	4	17	2.83
4	BEECH - LAURELTON TO MAGNOLIA	1	4	2	2	4	4	17	2.83
4	EDWARDS - PARK TO BROADWAY	3	4	1	1	4	4	17	2.83
5	GRAND - BROADWAY TO BEACH	3	4	2	2	4	2	17	2.83
5	BROADWAY - LINDELL TO WASHINGTON	3	4	2	2	4	2	17	2.83
5	BROADWAY - WASHINGTON TO LAFAYETTE	3	4	2	2	4	2	17	2.83
5	BROADWAY - MAGNOLIA TO NATIONAL	3	4	2	2	4	2	17	2.83
5	BROADWAY - NATIONAL TO EDWARDS	3	4	2	2	4	2	17	2.83
5	EDWARDS - BROADWAY TO BEACH	3	2	2	2	2	6	17	2.83
5	BROADWAY - LINCOLN TO FRANKLIN	2	2	2	3	6	2	17	2.83
3	HUDSON - LINDELL TO WASHINGTON	1	4	2	2	4	4	17	2.83
3	CHESTER - LAURELTON TO MAGNOLIA	1	2	2	2	4	6	17	2.83
3	BAY DRIVE - LAURELTON TO MAGNOLIA	2	4	1	2	2	6	17	2.83
3	CHESTER - MAGNOLIA TO NATIONAL	1	2	2	2	4	6	17	2.83
3	HUDSON - MAGNOLIA TO NATIONAL	1	4	2	2	4	4	17	2.83
6	LONG BEACH RD - PARK TO BRIDGE	3	4	2	2	4	2	17	2.83
7	CHESTER - LONG BEACH RD TO MONROE	1	4	2	2	2	6	17	2.83
7	PINE - LINCOLN TO FRANKLIN	1	4	2	2	4	4	17	2.83
7	BAY DRIVE - FRANKLIN TO NEPTUNE	1	2	2	2	4	6	17	2.83
10	DOYLE - CHESTER TO PINE	1	4	2	2	2	6	17	2.83
10	FORESTER - CHESTER TO PINE	1	6	1	1	2	6	17	2.83
10	ARMOUR - CHESTER TO BAY	1	2	2	2	4	6	17	2.83
10	VINTON - CHESTER TO PINE	1	2	2	2	4	6	17	2.83
10	CLARK - CHESTER TO PINE	1	4	2	2	2	6	17	2.83
10	CURLEY - CHESTER TO PINE	3	2	2	2	2	6	17	2.83
10	DOYLE - PINE TO BAY	1	2	2	2	4	6	17	2.83
10	BOYD - PINE TO BAY	1	2	2	2	4	6	17	2.83
10	PINE - NEPTUNE TO FORESTER	3	2	2	2	4	4	17	2.83
10	PINE - HERON TO VINTON	3	2	2	2	4	4	17	2.83
10	PINE - CLARK TO CURLEY	3	2	2	2	4	4	17	2.83
8	BEECH - RIVERSIDE TO LONG BEACH RD	1	4	2	2	4	4	17	2.83

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
10	PACIFIC - PARK TO CHESTER	3	2	2	2	4	4	17	2.83	D
9	MITCHELL - WALNUT TO BROADWAY	1	4	2	2	2	6	17	2.83	F
9	ROOSEVELT - PARK TO BROADWAY	1	4	1	3	4	4	17	2.83	F
9	PARK - ROOSEVELT TO PACIFIC	3	2	2	2	6	2	17	2.83	A
9	PARK - PACIFIC TO MAPLE	3	2	2	2	6	2	17	2.83	C
1	FLORIDA - PARK TO BEECH	3	4	1	2	2	6	18	3	B
1	KENTUCKY - PARK TO BEECH	3	4	1	2	2	6	18	3	F
1	MICHIGAN - PARK TO BEECH	3	4	1	2	2	6	18	3	A
1	WYOMING - PARK TO BEECH	1	4	2	1	4	6	18	3	F
1	PENNSYLVANIA - PARK TO BEECH	1	4	1	2	4	6	18	3	F
1	NEW YORK - PARK TO BEECH	1	4	3	2	4	4	18	3	A
1	PENNSYLVANIA - BEECH TO OCEANVIEW	3	2	2	1	4	6	18	3	A
1	VERMONT - BEECH TO OCEANVIEW	3	4	1	2	2	6	18	3	A
2	JUNE WALK - PARK TO WALNUT	1	2	1	2	6	6	18	3	B
2	OLIVE - GRAND TO LINDELL	1	4	2	1	4	6	18	3	B
4	PARK - MAGNOLIA TO NATIONAL	3	4	3	2	4	2	18	3	B
4	PARK - NATIONAL TO EDWARDS	3	4	3	2	4	2	18	3	C
4	PARK - EDWARDS TO RIVERSIDE	3	4	3	2	4	2	18	3	C
4	OLIVE - NATIONAL TO EDWARDS	1	4	1	2	4	6	18	3	F
4	WALNUT - EDWARDS TO RIVERSIDE	1	4	1	2	4	6	18	3	F
5	MONROE - BROADWAY TO SHORE	3	4	1	2	4	4	18	3	F
5	BROADWAY - ROOSEVELT TO PACIFIC	2	4	1	3	6	2	18	3	C
5	BROADWAY - PACIFIC TO MAPLE	2	4	1	3	6	2	18	3	D
3	PINE - LAFAYETTE TO LAURELTON	1	4	2	1	4	6	18	3	F
3	MARKET - LAURELTON TO MAGNOLIA	1	4	2	1	4	6	18	3	A/B
7	PINE - LONG BEACH RD TO MONROE	1	4	2	3	4	4	18	3	D
7	MONROE - PARK TO BAY	1	4	2	3	4	4	18	3	C
7	PINE - MONROE TO LINCOLN	1	4	2	3	4	4	18	3	C
10	KERRIGAN - CHESTER TO PINE	1	4	1	2	4	4	18	3	COUNTY
8	PARK - RIVERSIDE TO LONG BEACH RD	2	4	2	2	6	2	18	3	B
8	LINCOLN - PARK TO BROADWAY	3	4	1	2	4	4	18	3	F
8	WALNUT - LINCOLN TO FRANKLIN	1	4	1	2	4	6	18	3	C
8	BEECH - LINCOLN TO FRANKLIN	1	4	1	2	4	6	18	3	C
9	TAFT - WALNUT TO BROADWAY	1	4	1	2	4	6	18	3	C
9	WILSON - WALNUT TO BROADWAY	1	4	1	2	4	6	18	3	C

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
9	COOLIDGE - WALNUT TO BROADWAY	1	4	2	1	4	6	18	3	C
9	PACIFIC - WALNUT TO BROADWAY	1	4	1	2	4	6	18	3	A
9	HARDING - WALNUT TO BROADWAY	1	4	1	2	4	6	18	3	A
1	MINNESOTA - PARK TO BEECH	3	4	1	1	4	6	19	3	A
1	VERMONT - PARK TO BEECH	3	4	1	1	4	6	19	3.17	F
1	DELAWARE - PARK TO BEECH	1	4	2	2	4	6	19	3.17	B
1	ARIZONA - PARK TO BEECH	1	4	2	2	4	6	19	3.17	A
1	NEVADA - BEECH TO BEACH	1	4	2	2	4	6	19	3.17	F
1	OHIO - BEECH TO BEACH	1	4	2	2	4	6	19	3.17	A
1	ILLINOIS - BEECH TO BEACH	1	4	2	2	4	6	19	3.17	C
1	FLORIDA - OCEANVIEW TO BEACH	1	4	2	2	4	6	19	3.17	C/D
1	INDIANA - OCEANVIEW TO BEACH	1	4	2	2	4	6	19	3.17	C
1	INDIANA - BEECH TO OCEANVIEW	1	4	2	2	4	6	19	3.17	A
1	ALABAMA - PARK TO BEECH	3	2	2	2	4	6	19	3.17	F
1	NEBRASKA - BEECH TO OCEANVIEW	3	2	2	2	4	6	19	3.17	A
1	CALIFORNIA - BEECH TO OCEANVIEW	3	4	1	1	4	6	19	3.17	A
1	MINNESOTA - OCEANVIEW TO BEACH	3	4	2	2	2	6	19	3.17	F
1	WYOMING - OCEANVIEW TO BEACH	1	4	2	2	4	6	19	3.17	F
1	DELAWARE - OCEANVIEW TO BEACH	1	4	2	2	4	6	19	3.17	F
1	PENNSYLVANIA - OCEANVIEW TO BEACH	1	4	2	2	4	6	19	3.17	A
2	MAY WALK - PARK TO WALNUT	1	2	2	2	4	6	19	3.17	F
2	JULY WALK - PARK TO WALNUT	1	2	2	2	6	6	19	3.17	A
2	MAY WALK - OLIVE TO BEECH	1	4	1	1	6	6	19	3.17	A
2	AUGUST WALK - OLIVE TO BEECH	1	4	1	1	6	6	19	3.17	A
2	NOVEMBER WALK - PARK TO WALNUT	1	4	1	1	6	6	19	3.17	A
2	DECEMBER WALK - PARK TO WALNUT	1	4	1	1	6	6	19	3.17	A
2	JANUARY WALK - PARK TO WALNUT	1	4	1	1	6	6	19	3.17	A
2	JANUARY WALK - WALNUT TO OLIVE	1	4	1	1	6	6	19	3.17	B
4	BEECH - GRAND TO LINDELL	3	4	2	2	4	4	19	3.17	D
4	OLIVE - LINDELL TO WASHINGTON	1	4	2	2	4	6	19	3.17	D
4	LINDELL - PARK TO BROADWAY	3	4	2	2	4	4	19	3.17	D
4	WALNUT - WASHINGTON TO LAFAYETTE	1	2	2	2	6	6	19	3.17	D
4	OLIVE - WASHINGTON TO LAFAYETTE	1	4	2	2	4	6	19	3.17	F
4	PENN - WASHINGTON TO LAFAYETTE	1	4	2	2	4	6	19	3.17	C
4	OLIVE - LAURELTON TO MAGNOLA	1	4	2	2	4	6	19	3.17	D

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
4	WALNUT - MAGNOLIA TO NATIONAL	1	4	2	2	4	6	19	3.17	C
4	OLIVE - MAGNOLIA TO NATIONAL	1	4	2	2	4	6	19	3.17	C
4	PENN - NATIONAL TO EDWARDS	2	4	1	2	4	6	19	3.17	C
4	PENN - EDWARDS TO RIVERSIDE	2	4	1	2	4	6	19	3.17	B
4	NATIONAL - PARK TO BROADWAY	2	6	1	2	4	6	19	3.17	F
5	BROADWAY - LONG BEACH TO MONROE	2	4	2	3	4	4	19	3.17	F
5	BROADWAY - MONROE TO LINCOLN	2	4	2	3	6	2	19	3.17	F
5	LINCOLN - BROADWAY TO SHORE	3	4	1	3	4	4	19	3.17	F
5	BROADWAY - FRANKLIN TO NEPTUNE	2	4	2	3	6	2	19	3.17	F
5	FRANKLIN - BROADWAY TO SHORE	2	4	2	3	4	4	19	3.17	F
5	BROADWAY - NEPTUNE TO ROOSEVELT	2	4	2	3	6	2	19	3.17	F
3	LINDELL - PARK TO BAY	1	6	2	2	4	4	19	3.17	B
3	CHESTER - LINDELL TO WASHINGTON	1	4	2	2	4	6	19	3.17	D
3	MARKET - LINDELL TO WASHINGTON	1	4	2	2	4	6	19	3.17	D
3	FULTON - WASHINGTON TO LAFAYETTE	1	4	2	2	4	6	19	3.17	B
3	MARKET - WASHINGTON TO LAFAYETTE	1	4	2	2	4	6	19	3.17	D
3	BAY DRIVE - WASHINGTON TO LAFAYETTE	2	4	1	2	4	6	19	3.17	D
3	CHESTER - LAFAYETTE TO LAURELTON	1	4	2	2	4	6	19	3.17	D
3	MARKET - LAFAYETTE TO LAURELTON	1	4	2	2	4	6	19	3.17	D
6	PINE - PARK PLACE TO RIVERSIDE	3	4	1	3	4	4	19	3.17	F
6	PARK PLACE - RIVERSIDE TO MARGINAL RD	2	4	2	3	4	4	19	3.17	D
7	STATE - LONG BEACH RD TO MONROE	1	4	2	2	4	6	19	3.17	F
7	LINCOLN - PARK TO BAY DRIVE	2	4	2	3	4	4	19	3.17	C
7	FRANKLIN - PARK TO BAY DRIVE	3	2	2	2	4	6	19	3.17	COUNTY
10	BOYD - CHESTER TO PINE	1	4	2	2	4	6	19	3.17	C
8	PARK - MONROE TO LINCOLN	3	4	2	2	6	2	19	3.17	B
8	OLIVE - RIVERSIDE TO LONG BEACH ROAD	1	4	2	2	4	6	19	3.17	C
8	OLIVE - LONG BEACH RD TO MONROE	1	4	2	2	4	6	19	3.17	C
8	BEECH - LONG BEACH RD TO MONROE	1	4	2	2	4	6	19	3.17	F
8	PENN - LONG BEACH RD TO MONROE	1	4	2	2	4	6	19	3.17	C
8	LONG BEACH RD - PARK TO BROADWAY	1	4	1	3	6	4	19	3.17	B
8	WALNUT - LONG BEACH RD TO MONROE	1	4	2	2	4	6	19	3.17	D
8	WALNUT - MONROE TO LINCOLN	1	4	2	2	4	6	19	3.17	F
8	OLIVE - MONROE TO LINCOLN	1	4	2	2	4	6	19	3.17	F
8	BEECH - MONROE TO LINCOLN	1	4	2	2	4	6	19	3.17	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
8	PENN - MONROE TO LINCOLN	1	4	2	2	4	6	19	3.17	COUNTY
8	PARK - LINCOLN TO FRANKLIN	3	4	2	2	6	2	19	3.17	COUNTY
8	PARK - FRANKLIN TO NEPTUNE	3	4	2	2	6	2	19	3.17	F
8	PARK - NEPTUNE TO ROOSEVELT	3	4	2	2	6	2	19	3.17	F
8	OLIVE - LINCOLN TO FRANKLIN	1	4	2	2	4	6	19	3.17	F
8	PENN - LINCOLN TO FRANKLIN	1	4	2	2	4	6	19	3.17	D
6	PINE - RIVERSIDE TO LONG BEACH RD	3	4	1	3	4	6	19	3.17	C
9	RICHMOND	1	4	2	2	4	4	19	3.17	F
7	HARRISON - LONG BEACH RD TO MONROE	2	2	2	3	6	4	19	3.17	A
10	FORESTER - PINE TO STATE	2	4	1	2	4	6	19	3.17	F
1	BEECH - NEVADA TO NEW YORK	3	2	2	3	6	4	20	3.33	F
1	DELAWARE - BEECH TO OCEANVIEW	3	4	2	1	4	6	20	3.33	C
1	ARIZONA - BEECH TO OCEANVIEW	3	4	2	1	4	6	20	3.33	F
1	VIRGINIA - BEECH TO OCEANVIEW	3	4	2	1	4	6	20	3.33	A
1	NEW HAMPSHIRE - BEECH TO OCEANVIEW	1	4	2	3	4	6	20	3.33	A
1	MARYLAND - OCEANVIEW TO BEACH	3	4	1	2	4	6	20	3.33	F
1	TENNESSEE - OCEANVIEW TO BEACH	3	4	1	2	4	6	20	3.33	A
1	ARIZONA - OCEANVIEW TO BEACH	1	4	3	2	4	6	20	3.33	A
1	MICHIGAN - OCEANVIEW TO BEACH	3	4	1	2	4	6	20	3.33	A
2	MAY WALK - WALNUT TO OLIVE	1	4	1	2	6	6	20	3.33	A
2	JULY WALK - WALNUT TO OLIVE	1	4	2	1	6	6	20	3.33	A
2	AUGUST WALK - WALNUT TO OLIVE	1	4	1	2	6	6	20	3.33	A
2	JUNE WALK - OLIVE TO BEECH	1	4	1	2	6	6	20	3.33	A
2	JULY WALK - BEECH TO OLIVE	1	4	1	2	6	6	20	3.33	A
2	SEPTEMBER WALK - OLIVE TO BEECH	1	4	1	2	6	6	20	3.33	F
4	OLIVE - LAFAYETTE TO LAURELTON	1	4	1	2	6	6	20	3.33	C
4	PENN - LAFAYETTE TO LAURELTON	2	4	2	2	4	6	20	3.33	D
4	WALNUT - LAURELTON TO MAGNOLIA	1	4	3	2	4	6	20	3.33	C
4	PENN - LAURELTON TO MAGNOLIA	2	4	2	2	4	6	20	3.33	C
4	PENN - MAGNOLIA TO NATIONAL	2	4	2	2	4	6	20	3.33	B
4	WALNUT - NATIONAL TO EDWARDS	1	4	3	2	4	6	20	3.33	F
5	NATIONAL - BROADWAY TO BEACH	3	2	2	3	4	6	20	3.33	DE-LISTED
5	SHORE RD. - RIVERSIDE TO LONG BEACH RD	3	4	2	1	4	6	20	3.33	F
5	LONG BEACH ROAD - BROADWAY TO SHORE	3	4	2	3	6	2	20	3.33	B
5	SHORE - MONROE TO LINCOLN	3	4	2	1	6	4	20	3.33	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SWL	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
3	GRAND - PARK TO BAY	1	6	2	3	4	4	20	3.33	B
3	WASHINGTON - PARK TO BAY	2	4	3	3	4	4	20	3.33	D
3	LAFAYETTE - PARK TO BAY	2	6	2	2	4	4	20	3.33	F
3	FULTON - LINDELL TO WASHINGTON	1	4	2	3	4	6	20	3.33	B
3	BAY DRIVE - LINDELL TO WASHINGTON	2	4	2	2	4	6	20	3.33	F
3	BAY DRIVE - LAFAYETTE TO LAURELTON	2	4	2	2	4	6	20	3.33	F
3	FULTON - LAURELTON TO MAGNOLIA	1	4	2	3	4	6	20	3.33	F
3	FULTON - MAGNOLIA TO NATIONAL	1	4	2	3	4	6	20	3.33	D
3	PINE - MAGNOLIA TO NATIONAL	1	2	2	3	6	6	20	3.33	D
6	PARK PLACE - FULTON TO RIVERSIDE	3	4	2	3	4	4	20	3.33	F
6	PARK PLACE - PARK TO FULTON	3	4	2	3	4	4	20	3.33	D
6	MARGINAL RD - PINE TO BAY	2	4	3	1	4	6	20	3.33	B
7	STATE - MONROE TO LINCOLN	1	4	2	3	4	6	20	3.33	B
7	FULTON - MONROE TO LINCOLN	1	4	2	3	4	6	20	3.33	D
7	CHESTER - MONROE TO LINCOLN	1	4	2	3	4	6	20	3.33	D
7	STATE - LINCOLN TO FRANKLIN	1	4	2	3	4	6	20	3.33	D
7	HARRISON - LINCOLN TO FRANKLIN	1	4	2	3	4	6	20	3.33	B
7	FULTON - LINCOLN TO FRANKLIN	1	4	2	3	4	6	20	3.33	D
7	HUDSON - LINCOLN TO FRANKLIN	1	4	2	3	4	6	20	3.33	B
7	CHESTER - LINCOLN TO FRANKLIN	1	4	2	3	4	6	20	3.33	F
10	CHESTER - NEPTUNE TO ROOSEVELT	2	6	2	2	4	4	20	3.33	B
10	CHESTER - ROOSEVELT TO PACIFIC	2	6	2	2	4	4	20	3.33	F
10	CHESTER - PACIFIC TO CURLEY	2	6	2	2	4	4	20	3.33	C
10	STATE - NEPTUNE TO CANAL	1	4	2	3	4	6	20	3.33	F
8	PENN - RIVERSIDE TO LONG BEACH RD	2	4	2	2	4	6	20	3.33	C
8	NEPTUNE - FRANKLIN TO NEPTUNE	1	4	2	3	6	4	20	3.33	C
9	ATLANTIC - WALNUT TO BROADWAY	1	4	2	3	4	6	20	3.33	D
9	BELMONT - WALNUT TO BROADWAY	1	4	2	3	4	6	20	3.33	D
1	GEORGIA - PARK TO BEECH	3	4	2	2	4	6	21	3.5	F
1	MARYLAND - PARK TO BEECH	3	4	3	3	4	4	21	3.5	D
1	WYOMING - BEECH TO OCEANVIEW	3	4	2	2	4	6	21	3.5	D
1	WISCONSIN - BEECH TO OCEANVIEW	3	4	2	2	4	6	21	3.5	F
1	TENNESSEE - BEECH TO OCEANVIEW	1	4	3	3	4	6	21	3.5	B
1	MINNESOTA - BEECH TO OCEANVIEW	3	4	2	2	4	6	21	3.5	C
1	MICHIGAN - BEECH TO OCEANVIEW	3	4	2	2	4	6	21	3.5	C

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
1	MARYLAND - BEECH TO OCEANVIEW	3	4	2	2	4	6	21	3.5	C
1	LOUISIANA - BEECH TO OCEANVIEW	3	4	2	2	4	6	21	3.5	F
1	LOUISIANA - OCEANVIEW TO BEACH	3	4	2	2	4	6	21	3.5	F
1	VERMONT - OCEANVIEW TO BEACH	3	4	2	2	4	6	21	3.5	A
1	ALABAMA - BEECH TO OCEANVIEW	3	4	2	2	4	6	21	3.5	F
2	WALNUT - NEW YORK TO GRAND	1	6	2	2	4	6	21	3.5	F
2	AUGUST WALK - PARK TO WALNUT	1	4	2	2	6	6	21	3.5	F
2	OCTOBER WALK - PARK TO WALNUT	1	4	2	2	6	6	21	3.5	F
2	NOVEMBER WALK - WALNUT TO OLIVE	1	4	2	2	6	6	21	3.5	F
2	DECEMBER WALK - WALNUT TO OLIVE	1	4	2	2	6	6	21	3.5	F
2	FEBRUARY WALK - WALNUT TO OLIVE	1	4	2	2	6	6	21	3.5	F
2	NOVEMBER WALK - OLIVE TO BEECH	1	4	2	2	6	6	21	3.5	F
2	FEBRUARY WALK - OLIVE TO BEECH	1	4	2	2	6	6	21	3.5	F
4	PARK - NEW YORK TO GRAND	3	4	3	3	6	2	21	3.5	F
4	PARK - GRAND TO LINDELL	3	4	3	3	6	2	21	3.5	F
4	PARK - LINDELL TO WASHINGTON	3	4	3	3	6	2	21	3.5	F
4	PARK - WASHINGTON TO LAFAYETTE	3	4	3	3	6	2	21	3.5	F
4	PARK - LAFAYETTE - TO LAURELTON	3	4	3	3	6	2	21	3.5	D
4	PARK - LAURELTON TO MAGNOLIA	3	4	3	3	6	2	21	3.5	D
4	PENN - LINDELL TO WASHINGTON	2	4	2	3	4	6	21	3.5	F
4	WASHINGTON - PARK TO BROADWAY	3	4	3	3	4	4	21	3.5	E
4	WALNUT - LAFAYETTE TO LAURELTON	2	4	1	2	6	6	21	3.5	C
4	MAGNOLIA - PARK TO BROADWAY	2	4	2	3	6	4	21	3.5	F
4	OLIVE - EDWARDS TO RIVERSIDE	3	4	2	2	4	6	21	3.5	F
5	LINDELL - BROADWAY TO BEACH	3	4	2	2	4	6	21	3.5	F
5	SHORE - LINCOLN TO FRANKLIN	3	4	1	3	6	4	21	3.5	A
5	SHORE - NEPTUNE TO ROOSEVELT	3	4	1	3	6	4	21	3.5	F
3	CHESTER - NATIONAL TO CENTRE	2	4	2	3	4	6	21	3.5	F
6	CHESTER - RIVERSIDE TO LONG BEACH RD	3	4	2	2	4	6	21	3.5	F
7	HUDSON - LONG BEACH RD TO MONROE	1	4	2	2	6	6	21	3.5	B
7	HUDSON - MONROE TO LINCOLN	1	4	3	3	4	6	21	3.5	D
7	MARKET - MONROE TO LINCOLN	1	4	3	3	4	6	21	3.5	D
7	MARKET - LINCOLN TO FRANKLIN	1	4	3	3	4	6	21	3.5	F
8	BEECH - FRANKLIN TO NEPTUNE	1	4	3	3	4	6	21	3.5	B
1	OHIO - PARK TO BEECH	3	4	2	3	4	6	22	3.67	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
1	NEW HAMPSHIRE - PARK TO BEECH	3	6	1	2	4	6	22	3.67	F
1	OREGON - BEECH TO OCEANVIEW	3	4	2	3	4	6	22	3.67	F
2	SEPTEMBER WALK- PARK TO WALNUT	1	4	2	3	6	6	22	3.67	F
2	JUNE WALK - WALNUT TO OLIVE	1	4	2	3	6	6	22	3.67	F
2	SEPTEMBER WALK - WALNUT TO OLIVE	1	4	2	3	6	6	22	3.67	F
2	OCTOBER WALK - WALNUT TO OLIVE	1	4	2	3	6	6	22	3.67	F
2	FEBRUARY WALK - PARK TO WALNUT	1	4	2	3	6	6	22	3.67	F
2	OCTOBER WALK - OLIVE TO BEECH	1	4	2	3	6	6	22	3.67	F
2	DECEMBER WALK - OLIVE TO BEECH	1	4	2	3	6	6	22	3.67	F
2	JANUARY WALK - OLIVE TO BEECH	1	4	2	3	6	6	22	3.67	F
5	LAFAYETTE - BROADWAY TO BEACH	3	4	2	3	4	6	22	3.67	F
5	LONG BEACH ROAD - SHORE ROAD TO BEACH	3	4	2	3	6	4	22	3.67	F
5	SHORE - FRANKLIN TO NEPTUNE	3	4	2	3	6	4	22	3.67	F
5	SHORE - ROOSEVELT TO PACIFIC	3	4	2	3	6	4	22	3.67	F
5	PACIFIC - BROADWAY TO SHORE	3	4	2	3	6	4	22	3.67	F
3	CENTRE - PARK TO HUDSON	3	4	2	3	6	4	22	3.67	F
6	RIVERSIDE BLVD. - PARK PLACE TO PINE	3	4	2	3	4	6	22	3.67	F
7	HARRISON - MONROE TO LINCOLN	1	4	3	2	6	6	22	3.67	F
9	PACIFIC - PARK TO WALNUT	3	4	2	3	6	4	22	3.67	F
9	WALNUT - ROOSEVELT TO MAPLE	3	4	2	3	6	4	22	3.67	F
9	MAPLE - WALNUT TO BROADWAY	3	4	2	3	6	4	22	3.67	F
1	TENNESSEE - PARK TO BEECH	3	4	3	3	4	6	23	3.83	F
4	GRAND - BEECH TO BROADWAY	1	6	3	3	6	4	23	3.83	F
5	MONROE - SHORE TO BEACH	2	4	2	3	6	6	23	3.83	F
5	LINCOLN - SHORE TO BEACH	1	6	1	3	6	6	23	3.83	F
5	SHORE - PACIFIC TO MAPLE	2	4	2	3	6	6	23	3.83	F
6	HUDSON - PARK PLACE TO RIVERSIDE	3	4	1	3	6	6	23	3.83	F
6	RIVERSIDE - PARK TO PINE	3	4	3	3	6	4	23	3.83	F
8	WALNUT - FRANKLIN TO NEPTUNE	1	4	3	3	6	6	23	3.83	F
8	OLIVE - FRANKLIN TO NEPTUNE	1	4	3	3	6	6	23	3.83	F
8	PENN - FRANKLIN TO NEPTUNE	1	4	3	3	6	6	23	3.83	F
8	BEECH - NEPTUNE TO ROOSEVELT	1	4	2	3	6	6	23	3.83	F
1	KENTUCKY - OCEANVIEW TO BEACH	1	6	2	3	6	6	24	4	F
1	NEW HAMPSHIRE - OCEANVIEW TO BEACH	3	6	2	3	4	6	24	4	F
5	LAURELTON - BROADWAY TO BEACH	3	6	2	3	4	6	24	4	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SWL	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
5	NEPTUNE - BROADWAY TO SHORE	3	6	2	3	6	4	24	4	F
6	FULTON - PARK PLACE TO RIVERSIDE	3	4	2	3	6	6	24	4	F
6	HUDSON - RIVERSIDE TO LONG BEACH RD	3	4	2	3	6	6	24	4	F
6	MARKET - RIVERSIDE TO LONG BEACH RD	3	4	2	3	6	6	24	4	F
1	VIRGINIA AVENUE - PARK TO BEECH	1	6	3	3	6	6	25	4.17	F
1	WYOMING - PARK TO BAY	1	6	3	3	6	6	25	4.17	F
1	DELAWARE - PARK TO BAY	1	6	3	3	6	6	25	4.17	F
1	ARIZONA - PARK TO BAY	1	6	3	3	6	6	25	4.17	F
1	PENNSYLVANIA - PARK TO BAY	1	6	3	3	6	6	25	4.17	F
1	OCEANVIEW - NEW YORK TO CONNECTICUT	1	6	3	3	6	6	25	4.17	F
4	LAURELTON - PARK TO BROADWAY	3	6	3	3	6	4	25	4.17	F
5	MAGNOLIA - BROADWAY TO BEACH	3	6	2	2	6	6	25	4.17	F
5	SHORE ROAD - LONG BEACH TO MONROE	3	6	3	3	6	4	25	4.17	F
3	LAURELTON - PARK TO BAY	3	6	3	3	6	4	25	4.17	F
3	NATIONAL - PARK TO PINE	3	6	3	3	6	4	25	4.17	F
3	HUDSON - LAFAYETTE TO LAURELTON	3	6	3	3	6	4	25	4.17	F
3	MAGNOLIA - PARK TO BAY	3	6	3	3	6	4	25	4.17	F
6	MARKET - PARK PLACE TO RIVERSIDE	3	4	3	3	6	6	25	4.17	F
6	FULTON - RIVERSIDE TO LONG BEACH RD	3	4	3	3	6	6	25	4.17	F
7	PINE - FRANKLIN TO NEPTUNE	3	6	3	3	6	4	25	4.17	F
8	OLIVE - NEPTUNE TO ROOSEVELT	3	4	3	3	6	6	25	4.17	F
5	FRANKLIN - SHORE TO BEACH	3	6	2	3	6	6	26	4.33	F
5	NEPTUNE - SHORE TO BEACH	3	6	2	3	6	6	26	4.33	F
5	ROOSEVELT - SHORE TO BEACH	3	6	2	3	6	6	26	4.33	F
7	CHESTER - FRANKLIN TO NEPTUNE	3	6	3	2	6	6	26	4.33	F
10	FARRELL - PINE TO BAY	3	6	2	3	6	6	26	4.33	F
1	CONNECTICUT - PARK TO BAY	3	6	3	3	6	6	26	4.33	F
1	GEORGIA - PARK TO BAY	3	6	3	3	6	6	27	4.5	F
1	MARYLAND - PARK TO BAY	3	6	3	3	6	6	27	4.5	F
1	MINNESOTA - PARK TO BAY	3	6	3	3	6	6	27	4.5	F
1	TENNESSEE - PARK TO BAY	3	6	3	3	6	6	27	4.5	F
1	VIRGINIA - PARK TO BAY	3	6	3	3	6	6	27	4.5	F
1	OHIO - PARK TO BAY	3	6	3	3	6	6	27	4.5	F
1	PARK - NEW YORK TO NEVADA	3	6	3	3	6	4	27	4.5	F
7	FULTON - FRANKLIN TO NEPTUNE	3	6	3	3	6	6	27	4.5	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
7	HUDSON - FRANKLIN TO NEPTUNE	3	6	3	3	6	6	27	4.5	F
10	DALTON - CHESTER TO PINE	3	6	3	3	6	6	27	4.5	F
10	KIRKWOOD - CHESTER TO PINE	3	6	3	3	6	6	27	4.5	F
10	BARNES - CHESTER TO PINE	3	6	3	3	6	6	27	4.5	F
10	FARREL - CHESTER TO PINE	3	6	3	3	6	6	27	4.5	F
10	HARMON - CHESTER TO PINE	3	6	3	3	6	6	27	4.5	F
10	DALTON - PINE TO BAY	3	6	3	3	6	6	27	4.5	F
10	KIRKWOOD - PINE TO BAY	3	6	3	3	6	6	27	4.5	F
8	WALNUT - RIVERSIDE TO LONG BEACH RD	3	6	3	3	6	6	27	4.5	F
8	WALNUT - NEPTUNE TO ROOSEVELT	3	6	3	3	6	6	27	4.5	F

APPENDIX NO. 2

ROADWAY SCORES BY SECTOR

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
1	GEORGIA - OCEANVIEW TO BEACH	1	2	1	2	2	6	14.00	2.33	A
1	ILLINOIS - PARK TO BEECH	3	2	1	1	2	6	15.00	2.50	A
1	CALIFORNIA - PARK TO BEECH	1	4	1	1	2	6	15.00	2.50	A
1	NEVADA - PARK TO BEECH	1	4	1	1	2	6	15.00	2.50	A
1	CONNECTICUT - OCEANVIEW TO BEECH	1	4	2	1	2	6	16.00	2.67	A
1	VIRGINIA - OCEANVIEW TO BEECH	1	4	1	2	2	6	16.00	2.67	A
1	CONNECTICUT - BEECH TO OCEANVIEW	1	4	2	1	2	6	16.00	2.67	A
1	NEW YORK - BEECH TO BEACH	1	2	3	2	4	4	16.00	2.67	F
1	WISCONSIN - PARK TO BEECH	1	4	1	2	2	6	16.00	2.67	A
1	CONNECTICUT - PARK TO BEECH	3	2	2	1	2	6	16.00	2.67	A
1	KENTUCKY - BEECH TO OCEANVIEW	1	2	2	2	4	6	17.00	2.83	C
1	GEORGIA - BEECH TO OCEANVIEW	1	2	2	2	4	6	17.00	2.83	F
1	FLORIDA - BEECH TO OCEANVIEW	1	2	2	2	4	6	17.00	2.83	C
1	INDIANA - PARK TO BEECH	3	2	2	2	2	6	17.00	2.83	A
1	NEBRASKA - PARK TO BEECH	1	4	1	1	4	6	17.00	2.83	A
1	OREGON - PARK TO BEECH	1	4	1	1	4	6	17.00	2.83	A
1	LOUISIANA - PARK TO BEECH	3	4	1	1	1	2	17.00	2.83	A
1	MICHIGAN - PARK TO BEECH	3	4	1	2	2	6	18.00	3.00	B
1	WYOMING - PARK TO BEECH	1	4	2	1	4	6	18.00	3.00	F
1	KENTUCKY - PARK TO BEECH	3	4	1	2	2	6	18.00	3.00	C
1	VERMONT - BEECH TO OCEANVIEW	3	4	1	2	2	6	18.00	3.00	A
1	PENNSYLVANIA - PARK TO BEECH	1	4	1	2	4	6	18.00	3.00	A
1	FLORIDA - PARK TO BEECH	3	4	1	2	2	6	18.00	3.00	A
1	NEW YORK - PARK TO BEECH	1	4	3	2	4	4	18.00	3.00	F
1	PENNSYLVANIA - BEECH TO OCEANVIEW	3	2	2	1	4	4	18.00	3.00	F
1	DELAWARE - OCEANVIEW TO BEACH	1	4	2	2	4	6	19.00	3.17	F
1	PENNSYLVANIA - OCEANVIEW TO BEACH	1	4	2	2	4	6	19.00	3.17	F
1	WYOMING - OCEANVIEW TO BEACH	1	4	2	2	4	6	19.00	3.17	F
1	MINNESOTA - OCEANVIEW TO BEACH	3	4	2	2	2	6	19.00	3.17	A
1	FLORIDA - OCEANVIEW TO BEACH	1	4	2	2	4	6	19.00	3.17	C
1	MINNESOTA - PARK TO BEECH	3	4	1	1	4	6	19.00	3.17	A
1	ARIZONA - PARK TO BEECH	1	4	2	2	4	6	19.00	3.17	B
1	CALIFORNIA - BEECH TO OCEANVIEW	3	4	1	1	4	6	19.00	3.17	A
1	NEBRASKA - BEECH TO OCEANVIEW	3	2	2	2	4	6	19.00	3.17	F
1	DELAWARE - PARK TO BEECH	1	4	2	2	4	6	19.00	3.17	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
1	OHIO - BEECH TO BEACH	1	4	2	2	4	6	19.00	3.17	F
1	ILLINOIS - BEECH TO BEACH	1	4	2	2	4	6	19.00	3.17	A
1	VERMONT - PARK TO BEECH	3	4	1	1	4	6	19.00	3.17	A
1	NEVADA - BEECH TO BEACH	1	4	2	2	4	6	19.00	3.17	A
1	ALABAMA - PARK TO BEECH	3	2	2	2	4	6	19.00	3.17	A
1	INDIANA - BEECH TO OCEANVIEW	1	4	2	2	4	6	19.00	3.17	A
1	INDIANA - OCEANVIEW TO BEACH	1	4	2	2	4	6	19.00	3.17	C
1	BEECH - NEVADA TO NEW YORK	3	2	2	3	6	4	20.00	3.33	F
1	VIRGINIA - BEECH TO OCEANVIEW	3	4	2	1	4	6	20.00	3.33	C
1	MARYLAND - OCEANVIEW TO BEACH	3	4	1	2	4	6	20.00	3.33	A
1	MICHIGAN - OCEANVIEW TO BEACH	3	4	1	2	4	6	20.00	3.33	A
1	ARIZONA - OCEANVIEW TO BEACH	1	4	3	2	4	6	20.00	3.33	F
1	NEW HAMPSHIRE - BEECH TO OCEANVIEW	1	4	2	3	4	6	20.00	3.33	F
1	TENNESSEE - OCEANVIEW TO BEACH	3	4	1	2	4	6	20.00	3.33	A
1	DELAWARE - BEECH TO OCEANVIEW	3	4	2	1	4	6	20.00	3.33	D
1	ARIZONA - BEECH TO OCEANVIEW	3	4	2	1	4	6	20.00	3.33	F
1	WISCONSIN - BEECH TO OCEANVIEW	3	4	2	2	4	6	21.00	3.50	C
1	WYOMING - BEECH TO OCEANVIEW	3	4	2	2	4	6	21.00	3.50	D
1	MINNESOTA - BEECH TO OCEANVIEW	3	4	2	2	4	6	21.00	3.50	F
1	MARYLAND - BEECH TO OCEANVIEW	3	4	2	2	4	6	21.00	3.50	C
1	TENNESSEE - BEECH TO OCEANVIEW	1	4	3	3	4	6	21.00	3.50	D
1	MICHIGAN - BEECH TO OCEANVIEW	3	4	2	2	4	6	21.00	3.50	B
1	GEORGIA - PARK TO BEECH	3	4	2	2	4	6	21.00	3.50	D
1	ALABAMA - BEECH TO OCEANVIEW	3	4	2	2	4	6	21.00	3.50	F
1	LOUISIANA - BEECH TO OCEANVIEW	3	4	2	2	4	6	21.00	3.50	C
1	MARYLAND - PARK TO BEECH	3	4	3	3	4	4	21.00	3.50	D
1	LOUISIANA - OCEANVIEW TO BEACH	3	4	2	2	4	6	21.00	3.50	C
1	VERMONT - OCEANVIEW TO BEACH	3	4	2	2	4	6	21.00	3.50	F
1	OHIO - PARK TO BEECH	3	4	2	3	4	6	22.00	3.67	F
1	OREGON - BEECH TO OCEANVIEW	3	4	2	3	4	6	22.00	3.67	F
1	NEW HAMPSHIRE - PARK TO BEECH	3	6	1	2	4	6	22.00	3.67	B
1	TENNESSEE - PARK TO BEECH	3	4	3	3	4	6	23.00	3.83	F
1	KENTUCKY - OCEANVIEW TO BEACH	1	6	2	3	6	6	24.00	4.00	F
1	NEW HAMPSHIRE - OCEANVIEW TO BEACH	3	6	2	3	4	6	24.00	4.00	F
1	ARIZONA - PARK TO BAY	1	6	3	3	6	6	25.00	4.17	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
1	OCEANVIEW - NEW YORK TO CONNECTICUT	1	6	3	3	6	6	25.00	4.17	F
1	WYOMING - PARK TO BAY	1	6	3	3	6	6	25.00	4.17	F
1	DELAWARE - PARK TO BAY	1	6	3	3	6	6	25.00	4.17	F
1	VIRGINIA AVENUE - PARK TO BEECH	1	6	3	3	6	6	25.00	4.17	F
1	PENNSYLVANIA - PARK TO BAY	1	6	3	3	6	6	25.00	4.17	F
1	PARK - NEW YORK TO NEVADA	3	6	3	3	6	4	27.00	4.50	F
1	OHIO - PARK TO BAY	3	6	3	3	6	6	27.00	4.50	F
1	MARYLAND - PARK TO BAY	3	6	3	3	6	6	27.00	4.50	F
1	CONNECTICUT - PARK TO BAY	3	3	6	3	3	6	27.00	4.50	F
1	GEORGIA - PARK TO BAY	3	6	3	3	6	6	27.00	4.50	F
1	MINNESOTA - PARK TO BAY	3	6	3	3	6	6	27.00	4.50	F
1	VIRGINIA - PARK TO BAY	3	6	3	3	6	6	27.00	4.50	F
1	TENNESSEE - PARK TO BAY	3	6	3	3	6	6	27.00	4.50	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
2	WALNUT - GRAND TO LINDELL	1	2	1	1	2	6	13.00	2.17	A
2	GRAND - PARK TO BEECH	1	2	2	2	2	4	13.00	2.17	A
2	OLIVE - NEW YORK TO GRAND	1	2	1	2	4	6	16.00	2.67	C
2	OLIVE - GRAND TO LINDELL	1	4	2	1	4	6	18.00	3.00	A
2	JUNE WALK - PARK TO WALNUT	1	2	1	2	6	6	18.00	3.00	A
2	JANUARY WALK - PARK TO WALNUT	1	4	1	1	6	6	18.00	3.00	A
2	JANUARY WALK - WALNUT TO OLIVE	1	4	1	1	6	6	19.00	3.17	A
2	AUGUST WALK - OLIVE TO BEECH	1	4	1	1	6	6	19.00	3.17	A
2	DECEMBER WALK - PARK TO WALNUT	1	4	1	1	6	6	19.00	3.17	A
2	NOVEMBER WALK - PARK TO WALNUT	1	4	1	1	6	6	19.00	3.17	A
2	MAY WALK - OLIVE TO BEECH	1	4	1	1	6	6	19.00	3.17	A
2	JULY WALK PARK TO WALNUT	1	2	2	2	6	6	19.00	3.17	A
2	MAY WALK - PARK TO WALNUT	1	2	2	2	6	6	19.00	3.17	A
2	JULY WALK - WALNUT TO OLIVE	1	4	2	1	6	6	19.00	3.17	A
2	AUGUST WALK - WALNUT TO OLIVE	1	4	1	2	6	6	19.00	3.17	A
2	MAY WALK - WALNUT TO OLIVE	1	4	1	2	6	6	19.00	3.17	A
2	JUNE WALK - OLIVE TO BEECH	1	4	1	2	6	6	19.00	3.17	A
2	JULY WALK - BEECH TO OLIVE	1	4	1	2	6	6	20.00	3.33	A
2	SEPTEMBER WALK - OLIVE TO BEECH	1	4	1	2	6	6	20.00	3.33	A
2	DECEMBER WALK - WALNUT OLIVE	1	4	2	2	6	6	20.00	3.33	A
2	NOVEMBER WALK - WALNUT TO OLIVE	1	4	2	2	6	6	20.00	3.33	A
2	AUGUST WALK - PARK TO WALNUT	1	4	2	2	6	6	21.00	3.50	F
2	FEBRUARY WALK - OLIVE TO BEECH	1	4	2	2	6	6	21.00	3.50	F
2	NOVEMBER WALK - OLIVE TO BEECH	1	4	2	2	6	6	21.00	3.50	F
2	WALNUT - NEW YORK TO GRAND	1	6	2	2	4	6	21.00	3.50	F
2	OCTOBER WALK - PARK TO WALNUT	1	4	2	2	6	6	21.00	3.50	A
2	FEBRUARY WALK - WALNUT TO OLIVE	1	4	2	2	6	6	21.00	3.50	F
2	JANUARY WALK - OLIVE TO BEECH	1	4	2	3	6	6	22.00	3.67	F
2	OCTOBER WALK - OLIVE TO BEECH	1	4	2	3	6	6	22.00	3.67	F
2	FEBRUARY WALK - PARK TO WALNUT	1	4	2	3	6	6	22.00	3.67	F
2	DECEMBER WALK - OLIVE TO BEECH	1	4	2	3	6	6	22.00	3.67	F
2	OCTOBER WALK - WALNUT TO OLIVE	1	4	2	3	6	6	22.00	3.67	F
2	SEPTEMBER WALK - PARK TO WALNUT	1	4	2	3	6	6	22.00	3.67	F
2	SEPTEMBER WALK - WALNUT TO OLIVE	1	4	2	3	6	6	22.00	3.67	F
2	JUNE WALK - WALNUT TO OLIVE	1	4	2	3	6	6	22.00	3.67	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
3	HUDSON - GRAND TO LINDELL	1	2	1	1	2	6	13.00	2.17	B
3	CHESTER - GRAND TO LINDELL	1	2	2	1	2	6	14.00	2.33	A
3	HUDSON - LAURELTON TO MAGNOLIA	1	4	2	1	2	4	14.00	2.33	A
3	MARKET - MAGNOLIA TO NATIONAL	1	2	2	2	2	6	15.00	2.50	A
3	CHESTER - GRAND TO BAY	1	4	1	1	2	6	15.00	2.50	A
3	FULTON - LAFAYETTE TO LAURELTON	1	4	1	1	2	6	15.00	2.50	A
3	PINE - LAURELTON TO MAGNOLIA	1	2	2	2	2	6	15.00	2.50	A
3	CHESTER - WASHINGTON TO LAFAYETTE	1	4	2	1	2	6	16.00	2.67	D
3	HUDSON - WASHINGTON TO LAFAYETTE	1	4	2	1	4	4	16.00	2.67	D
3	MARKET - GRAND TO LINDELL	1	4	2	1	2	6	16.00	2.67	A
3	HUDSON - LINDELL TO WASHINGTON	1	4	2	2	4	4	17.00	2.83	B
3	HUDSON - MAGNOLIA TO NATIONAL	1	4	2	2	4	4	17.00	2.83	F
3	CHESTER - MAGNOLIA TO NATIONAL	1	2	2	2	4	6	17.00	2.83	F
3	BAY DRIVE - LAURELTON TO MAGNOLIA	2	4	1	2	2	6	17.00	2.83	A
3	CHESTER - LAURELTON TO MAGNOLIA	1	2	2	2	4	6	17.00	2.83	D
3	PINE - LAFAYETTE TO LAURELTON	1	4	2	1	4	6	18.00	3.00	C
3	MARKET - LAURELTON TO MAGNOLIA	1	4	2	1	4	6	18.00	3.00	D
3	BAY DRIVE - WASHINGTON TO LAFAYETTE	2	4	1	2	4	6	19.00	3.17	B
3	LINDELL - PARK TO BAY	1	6	2	2	4	4	19.00	3.17	B
3	CHESTER - LAFAYETTE TO LAURELTON	1	4	2	2	4	6	19.00	3.17	D
3	MARKET - LAFAYETTE TO LAURELTON	1	4	2	2	4	6	19.00	3.17	D
3	MARKET - LINDELL TO WASHINGTON	1	4	2	2	4	6	19.00	3.17	D
3	CHESTER - LINDELL TO WASHINGTON	1	4	2	2	4	6	19.00	3.17	D
3	MARKET - WASHINGTON TO LAFAYETTE	1	4	2	2	4	6	19.00	3.17	D
3	FULTON - WASHINGTON TO LAFAYETTE	1	4	2	2	4	6	19.00	3.17	D
3	FULTON - LINDELL TO WASHINGTON	1	4	2	3	4	6	20.00	3.33	D
3	BAY DRIVE- LINDELL TO WASHINGTON	2	4	2	2	4	6	20.00	3.33	F
3	BAY DRIVE - LAFAYETTE TO LAURELTON	2	4	2	2	4	6	20.00	3.33	B
3	FULTON - LAURELTON TO MAGNOLIA	1	4	2	3	4	6	20.00	3.33	F
3	GRAND - PARK TO BAY	1	6	2	3	4	4	20.00	3.33	B
3	FULTON - MAGNOLIA TO NATIONAL	1	4	2	3	4	6	20.00	3.33	F
3	PINE - MAGNOLIA TO NATIONAL	1	2	2	3	6	6	20.00	3.33	F
3	WASHINGTON - PARK TO BAY	2	4	3	3	4	4	20.00	3.33	F
3	LAFAYETTE - PARK TO BAY	2	6	2	2	4	4	20.00	3.33	B
3	CHESTER - NATIONAL TO CENTRE	2	4	2	3	4	6	21.00	3.50	A
3	CENTRE - PARK TO HUDSON	3	4	2	3	6	4	22.00	3.67	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
3	LAURELTON - PARK TO BAY	3	6	3	3	6	4	25.00	4.17	F
3	MAGNOLIA - PARK TO BAY	3	6	3	3	6	4	25.00	4.17	F
3	NATIONAL - PARK TO PINE	3	6	3	3	6	4	25.00	4.17	F
3	HUDSON - LAFAYETTE TO LAURELTON	3	6	3	3	6	4	25.00	4.17	F
						6	4	25.00	4.17	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
4	RIVERSIDE - PARK TO BROADWAY	1	2	1	1	2	4	11.00	1.83	A
4	BEECH - EDWARDS TO RIVERSIDE	1	4	2	2	2	4	15.00	2.50	A
4	PENN - NEW YORK TO GRAND	2	2	1	2	2	6	15.00	2.50	A
4	BEECH - NATIONAL TO EDWARDS	1	4	1	2	4	4	16.00	2.67	B
4	BEECH - LAFAYETTE TO LAURELTON	1	4	2	1	4	4	16.00	2.67	F
4	BEECH - MAGNOLIA TO NATIONAL	1	4	1	2	4	4	16.00	2.67	F
4	WALNUT - LINDELL TO WASHINGTON	1	2	1	2	4	4	16.00	2.67	B
4	LAFAYETTE - PARK TO BROADWAY	1	4	2	2	4	6	16.00	2.67	D
4	PENN - GRAND TO LINDELL	2	4	1	2	2	6	17.00	2.83	D
4	BEECH - LINDELL TO WASHINGTON	1	4	2	2	4	4	17.00	2.83	C
4	BEECH - NEW YORK TO GRAND	1	4	2	2	4	4	17.00	2.83	F
4	EDWARDS - PARK TO BROADWAY	3	4	1	1	4	4	17.00	2.83	B
4	BEECH - LAURELTON TO MAGNOLIA	1	4	2	2	4	4	17.00	2.83	A
4	BEECH - WASHINGTON TO LAFAYETTE	1	4	2	2	4	4	17.00	2.83	C
4	PARK - MAGNOLIA TO NATIONAL	3	4	3	2	4	4	17.00	2.83	F
4	PARK - NATIONAL TO EDWARDS	3	4	3	2	4	2	18.00	3.00	B
4	PARK - EDWARDS TO RIVERSIDE	3	4	3	2	4	2	18.00	3.00	B
4	OLIVE - NATIONAL TO EDWARDS	1	4	1	2	4	2	18.00	3.00	B
4	WALNUT - EDWARDS TO RIVERSIDE	1	4	1	2	4	6	18.00	3.00	C
4	OLIVE - WASHINGTON TO LAFAYETTE	1	4	2	2	4	6	18.00	3.00	C
4	PENN - WASHINGTON TO LAFAYETTE	1	4	2	2	4	6	19.00	3.17	D
4	WALNUT - WASHINGTON TO LAFAYETTE	1	2	2	2	4	6	19.00	3.17	F
4	BEECH - GRAND TO LINDELL	3	4	2	2	4	4	19.00	3.17	D
4	LINDELL - PARK TO BROADWAY	3	4	2	2	4	4	19.00	3.17	B
4	WALNUT - MAGNOLIA TO NATIONAL	1	4	2	2	4	4	19.00	3.17	D
4	OLIVE - MAGNOLIA TO NATIONAL	1	4	2	2	4	6	19.00	3.17	D
4	OLIVE - LAFAYETTE TO LAURELTON	1	4	2	2	4	6	19.00	3.17	C
4	PENN - LINDELL TO WASHINGTON	1	4	2	2	4	6	19.00	3.17	C
4	PENN - NATIONAL TO EDWARDS	2	4	1	2	4	6	19.00	3.17	D
4	OLIVE - LAURELTON TO MAGNOLIA	1	4	2	2	4	6	19.00	3.17	C
4	PENN - EDWARDS TO RIVERSIDE	2	4	1	2	4	6	19.00	3.17	C
4	NATIONAL - PARK TO BROADWAY	2	6	1	2	4	4	19.00	3.17	B
4	WALNUT - NATIONAL TO EDWARDS	1	4	3	2	4	6	20.00	3.33	B
4	PENN - LAFAYETTE TO LAURELTON	2	4	2	2	4	6	20.00	3.33	C
4	PENN - LAURELTON TO MAGNOLIA	2	4	2	2	4	6	20.00	3.33	C
4	WALNUT - LAURELTON TO MAGNOLIA	2	4	3	2	4	6	20.00	3.33	D
4	OLIVE - LAFAYETTE TO LAURELTON	1	4	1	2	6	6	20.00	3.33	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
4	PENN - MAGNOLIA TO NATIONAL	2	4	2	2	4	6	20.00	3.33	C
4	PARK - LAURELTON TO MAGNOLIA	3	4	3	3	6	2	21.00	3.50	F
4	PARK - WASHINGTON TO LAFAYETTE	3	4	3	3	6	2	21.00	3.50	F
4	OLIVE - EDWARDS TO RIVERSIDE	3	4	2	2	4	6	21.00	3.50	F
4	WALNUT- LAFAYETTE TO LAURELTON	2	4	1	2	6	6	21.00	3.50	C
4	WASHINGTON - PARK TO BROADWAY	3	4	3	3	4	4	21.00	3.50	F
4	PARK - LINDELL TO WASHINGTON	3	4	3	3	6	2	21.00	3.50	D
4	PARK - LAFAYETTE TO LAURELTON	3	4	3	3	6	2	21.00	3.50	F
4	PENN - LINDELL TO WASHINGTON	2	4	2	3	6	2	21.00	3.50	F
4	PARK - GRAND TO LINDELL	3	4	3	3	4	6	21.00	3.50	D
4	MAGNOLIA - PARK TO BROADWAY	2	4	2	3	6	2	21.00	3..50	F
4	PARK - NEW YORK TO GRAND	3	4	3	3	6	4	21.00	3.50	E
4	GRAND - BEECH TO BROADWAY	1	6	3	3	6	2	21.00	3.50	F
4	LAURELTON - PARK TO BROADWAY	3	6	3	3	6	4	25.00	4.17	F

SECTION	NAME	WATER	SEWER	DRAINAGE	CURBS & SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
5	BROADWAY - GRAND TO LINDELL	3	2	1	2	4	4	14.00	2.33	B
5	BROADWAY - RIVERSIDE TO L.B. RD.	2	2	2	2	4	2	14.00	2.33	B
5	B'WAY - EDWARDS TO RIVERSIDE	3	2	1	2	4	2	14.00	2.33	B
5	RIVERSIDE - BROADWAY TO BEACH	3	2	2	1	2	4	14.00	2.33	B
5	B'WAY - LAURELTON TO MAGNOLIA	3	2	2	2	4	2	15.00	2.5	F
5	BROADWAY - NY AVE. TO GRAND	3	4	1	2	4	2	16.00	2.67	B
5	B'WAY - LAFAYETTE TO LAURELTON	3	4	1	2	4	2	16.00	2.67	B
5	BROADWAY - LINCOLN TO FRANKLIN	2	2	2	3	6	2	17.00	2.83	F
5	GRAND - BROADWAY TO BEACH	3	4	2	2	4	2	17.00	2.83	F
5	B'WAY - WASHINGTON TO LAFAYETTE	3	4	2	2	4	2	17.00	2.83	F
5	BROADWAY - MAGNOLIA TO NATIONAL	3	4	2	2	4	2	17.00	2.83	F
5	BROADWAY - NATIONAL TO EDWARDS	3	4	2	2	4	2	17.00	2.83	F
5	B'WAY - LINDELL TO WASHINGTON	3	4	2	2	4	2	17.00	2.83	F
5	EDWARDS - BROADWAY TO BEACH	3	2	2	2	4	2	17.00	2.83	F
5	MONROE - BROADWAY TO SHORE	3	4	1	2	2	2	17.00	2.83	B
5	BROADWAY - ROOSEVELT TO PACIFIC	2	4	1	3	6	2	18.00	3.00	F
5	BROADWAY - PACIFIC TO MAPLE	2	4	1	3	6	2	18.00	3.00	F
5	B'WAY - L.B. RD TO MONROE	2	4	2	3	6	2	19.00	3.17	F
5	BROADWAY - MONROE TO LINCOLN	2	4	2	3	6	2	19.00	3.17	F
5	LINCOLN - BROADWAY TO SHORE	3	4	1	3	4	4	19.00	3.17	F
5	BROADWAY - FRANKLIN TO NEPTUNE	2	4	2	3	6	2	19.00	3.17	F
5	FRANKLIN - BROADWAY TO SHORE	2	4	2	3	4	4	19.00	3.17	F
5	B'WAY - NEPTUNE TO ROOSEVELT	2	4	2	3	6	2	19.00	3.17	F
5	SHORE - RIVERSIDE TO L.B. RD	3	4	2	1	4	6	20.00	3.33	DELISTED
5	L.B. RD - BROADWAY TO SHORE	3	4	2	3	6	2	20.00	3.33	F
5	SHORE - MONROE TO LINCOLN	3	4	2	1	6	4	20.00	3.33	B
5	NATIONAL - BROADWAY TO BEACH	3	2	2	3	4	6	20.00	3.33	F
5	SHORE - NEPTUNE TO ROOSEVELT	3	4	1	3	6	4	21.00	3.50	F
5	SHORE - LINCOLN TO FRANKLIN	3	4	1	3	6	4	21.00	3.50	F
5	LINDELL - BROADWAY TO BEACH	3	4	2	2	4	6	21.00	3.50	F
5	L.B. RD - SHORE RD TO BEACH	3	4	2	3	6	4	22.00	3.67	F
5	PACIFIC - BROADWAY TO SHORE	3	4	2	3	6	4	22.00	3.67	F
5	LAFAYETTE - BROADWAY TO BEACH	3	4	2	3	4	6	22.00	3.67	F
5	SHORE - FRANKLIN TO NEPTUNE	3	4	2	3	6	4	22.00	3.67	F
5	SHORE - ROOSEVELT TO PACIFIC	3	4	2	3	6	4	22.00	3.67	F
5	MONROE - SHORE TO BEACH	2	4	2	3	6	6	23.00	3.83	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
6	RIVERSIDE - PARK PLACE TO BAY	2	2	1	1	2	6	14.00	2.33	A
6	WATER- RIVERSIDE TO LIRR	2	2	1	1	2	6	14.00	2.33	A
6	LONG BEACH RD - PARK TO BRIDGE	3	4	2	2	4	2	17.00	2.83	COUNTY ROAD
6	PINE - PARK PLACE TO RIVERSIDE	3	4	1	3	4	4	19.00	3.17	D
6	PINE - RIVERSIDE TO LONG BEACH RD	3	4	1	3	4	4	19.00	3.17	D
6	PARK PLACE - RIVERSIDE TO MARGINAL	2	4	2	3	4	4	19.00	3.17	D
6	PARK PLACE - FULTON TO RIVERSIDE	3	4	2	3	4	4	20.00	3.33	D
6	PARK PLACE PARK TO FULTON	3	4	2	3	4	4	20.00	3.33	D
6	MARGINAL RD - PNE TO BAY	2	4	3	1	4	6	20.00	3.33	F
6	CHESTER - RIVERSIDE TO LONG BEACH RD	3	4	2	2	4	6	21.00	3.50	F
6	RIVERSIDE - PARK PLACE TO PINE	3	4	2	3	4	6	22.00	3.67	F
6	RIVERSIDE - PARK TO PINE	3	4	3	3	6	4	23.00	3.83	F
6	HUDSON - PARK PLACE TO RIVERSIDE	3	4	1	3	6	6	23.00	3.83	F
6	FULTON - PARK PLACE TO RIVERSIDE	3	4	2	3	6	6	24.00	4.00	F
6	HUDSON - RIVERSIDE TO LONG BEACH RD	3	4	2	3	6	6	24.00	4.00	F
6	MARKET - RIVERSIDE TO LONG BEACH RD	3	4	2	3	6	6	24.00	4.00	F
6	FULTON - RIVERSIDE TO LONG BEACH RD	3	4	3	3	6	6	24.00	4.00	F
6	MARKET - PARK PLACE TO RIVERSIDE	3	4	3	3	6	6	25.00	4.17	F
								25.00	4.17	F

SECTION	NAME	WATER	SEWER	DRAINAGE	CURBS AND S/W	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
7	NEPTUNE - PARK TO BAY DR.	2	4	1	1	2	4	14.00	2.33	A
7	MARKET - FRANKLIN TO NEPTUNE	1	4	1	1	2	6	15.00	2.50	A
7	STATE - FRANKLIN TO NEPTUNE	1	4	1	1	2	6	15.00	2.50	A
7	BAY DRIVE - LINCOLN TO FRANKLIN	1	2	1	3	4	4	15.00	2.50	HOSPITAL REHAB
7	FULTON - L.B. RD TO MONROE	1	4	1	1	2	6	15.00	2.50	A
7	MARKET - L.B. ROAD TO MONROE	1	4	2	1	2	6	16.00	2.67	A
7	BAY DRIVE - MONROE TO LINCOLN	1	4	1	2	4	4	16.00	2.67	A
7	HARRISON - FRANKLIN TO NEPTUNE	1	4	1	2	2	6	16.00	2.67	A
7	BAY DRIVE - FRANKLIN TO NEPTUNE	1	2	2	2	4	6	17.00	2.83	F
7	PINE - MONROE TO LINCOLN	1	4	2	2	4	4	17.00	2.83	D
7	CHESTER - L.B. RD TO MONROE	1	4	2	2	2	6	17.00	2.83	A
7	PINE - LINCOLN TO FRANKLIN	1	4	2	3	4	4	18.00	3.00	D
7	MONROE - PARK TO BAY	1	4	2	3	4	4	18.00	3.00	A/B
7	PINE - L.B. RD TO MONROE	1	4	2	3	4	4	18.00	3.00	F
7	FRANKLIN - PARK TO BAY DRIVE	3	2	2	2	4	6	19.00	3.17	F
7	LINCOLN - PARK TO BAY DRIVE	2	4	2	3	4	4	19.00	3.17	D
7	HARRISON - L.B. RD. TO MONROE	2	2	2	3	6	4	19.00	3.17	F
7	STATE - L.B. RD. TO MONROE	1	4	2	2	4	6	19.00	3.17	F
7	STATE - MONROE TO LINCOLN	1	4	2	3	4	6	20.00	3.33	D
7	HUDSON - LINCOLN TO FRANKLIN	1	4	2	3	4	6	20.00	3.33	D
7	CHESTER - LINCOLN TO FRANKLIN	1	4	2	3	4	6	20.00	3.33	D
7	HARRISON - LINCOLN TO FRANKLIN	1	4	2	3	4	6	20.00	3.33	D
7	FULTON - LINCOLN TO FRANKLIN	1	4	2	3	4	6	20.00	3.33	D
7	CHESTER - MONROE TO LINCOLN	1	4	2	3	4	6	20.00	3.33	B
7	FULTON - MONROE TO LINCOLN	1	4	2	3	4	6	20.00	3.33	B
7	STATE - LINCOLN TO FRANKLIN	1	4	2	3	4	6	20.00	3.33	D
7	HUDSON - L.B. RD TO MONROE	1	4	2	2	6	6	21.00	3.50	F
7	HUDSON - MONROE TO LINCOLN	1	4	3	3	4	6	21.00	3.50	F
7	MARKET - LINCOLN TO FRANKLIN	1	4	3	3	4	5	21.00	3.50	D
7	MARKET - MONROE TO LINCOLN	1	4	3	3	4	6	21.00	3.50	B
7	HARRISON - MONROE TO LINCOLN	1	4	3	2	6	6	22.00	3.67	F
7	PINE - FRANKLIN TO NEPTUNE	3	6	3	3	6	4	25.00	4.17	F
7	CHESTER - FRANKLIN TO NEPTUNE	3	6	3	2	6	6	26.00	4.33	F
7	HUDSON - FRANKLIN TO NEPTUNE	3	6	3	3	6	6	27.00	4.50	F
7	FULTON - FRANKLIN TO NEPTUNE	3	6	3	3	6	6	27.00	4.50	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
8	MONROE - PARK TO BROADWAY	1	2	2	2	4	4	15.00	2.50	D
8	PENN - NEPTUNE TO ROOSEVELT	1	4	1	1	2	6	15.00	2.50	A
8	PARK - LONG BEACH RD TO MONROE	3	4	1	2	4	2	16.00	2.67	F
8	FRANKLIN - PARK TO BROADWAY	2	2	2	2	4	4	16.00	2.67	B
8	BEECH - RIVERSIDE TO LONG BEACH RD	1	4	2	2	4	4	17.00	2.83	C
8	BEECH - LINCOLN TO FRANKLIN	1	4	1	2	4	6	18.00	3.00	F
8	PARK - RIVERSIDE TO LONG BEACH RD	2	4	2	2	6	2	18.00	3.00	COUNTY
8	LINCOLN - PARK TO BROADWAY	3	4	1	2	4	4	18.00	3.00	D
8	WALNUT - LINCOLN TO FRANKLIN	1	4	1	2	4	6	18.00	3.00	B
8	BEECH - MONROE TO LINCOLN	1	4	2	2	4	6	19.00	4.17	F
8	PARK - NEPTUNE TO ROOSEVELT	3	4	2	2	6	2	19.00	3.17	COUNTY
8	LONG BEACH RD - PARK TO BROADWAY	1	4	1	3	6	4	19.00	3.17	F
8	PENN - LONG BEACH RD TO MONROE	1	4	2	2	4	6	19.00	3.17	C
8	WALNUT - LONG BEACH RD TO MONROE	1	4	2	2	4	6	19.00	3.17	C
8	PARK - FRANKLIN TO NEPTUNE	3	4	2	2	6	2	19.00	3.17	COUNTY
8	OLIVE - LONG BEACH RD TO MONROE	1	4	2	2	4	6	19.00	3.17	B
8	WALNUT - MONROE TO LINCOLN	1	4	2	2	4	6	19.00	3.17	B
8	PARK - LINCOLN TO FRANKLIN	3	4	2	2	6	2	19.00	3.17	C
8	BEECH - LONG BEACH RD TO MONORE	1	4	2	2	4	6	19.00	3.17	COUNTY
8	OLIVE - RIVERSIDE TO LONG BEACH RD	1	4	2	2	4	6	19.00	3.17	C
8	PARK - MONROE TO LINCOLN	3	4	2	2	6	2	19.00	3.17	COUNTY
8	PENN - LINCOLN TO FRANKLIN	1	4	2	2	4	6	19.00	3.17	F
8	OLIVE - LINCOLN TO FRANKLIN	1	4	2	2	4	6	19.00	3.17	F
8	OLIVE - MONROE TO LINCOLN	1	4	2	2	4	6	19.00	3.17	F
8	PENN - MONROE TO LINCOLN	1	4	2	2	4	6	19.00	3.17	D
8	NEPTUNE - FRANKLIN TO NEPTUNE	1	4	2	3	6	4	20.00	3.33	F
8	PENN - RIVERSIDE TO LONG BEACH RD	2	4	2	2	4	6	20.00	3.33	C
8	BEECH - FRANKLIN TO NEPTUNE	1	4	3	3	4	6	21.00	3.50	D
8	PENN - FRANKLIN TO NEPTUNE	1	4	3	3	6	6	23.00	3.83	F
8	OLIVE - FRANKLIN TO NEPTUNE	1	4	3	3	6	6	23.00	3.83	F
8	WALNUT - FRANKLIN TO NEPTUNE	1	4	3	3	6	6	23.00	3.83	F
8	BEECH - NEPTUNE TO ROOSEVELT	1	4	2	3	6	6	23.00	3.83	F
8	OLIVE - NEPTUNE TO ROOSEVELT	3	4	3	3	6	6	25.00	4.17	F
8	WALNUT - NEPTUNE TO ROOSEVELT	3	6	3	3	6	6	27.00	4.50	F
8	WALNUT - RIVERSIDE TO LONG BEACH RD	3	6	3	3	6	6	27.00	4.50	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND SW	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
9	CLEVELAND - WALNUT TO BROADWAY	1	4	1	1	2	6	15.00	2.50	A
9	PARK - PACIFIC TO MAPLE	3	2	2	2	6	2	17.00	2.83	F
9	PARK - ROOSEVELT TO PACIFIC	3	2	2	2	6	2	17.00	2.83	F
9	ROOSEVELT - PARK TO BROADWAY	1	4	1	3	4	4	17.00	2.83	F
9	MITCHELL - WALNUT TO BROADWAY	1	4	2	2	2	6	17.00	2.83	D
9	TAFT - WALNUT TO BROADWAY	1	4	1	2	4	6	18.00	3.00	C
9	COOLIDGE - WALNUT TO BROADWAY	1	4	2	1	4	6	18.00	3.00	C
9	WILSON - WALNUT TO BROADWAY	1	4	1	2	4	6	18.00	3.00	C
9	HARDING - WALNUT TO BROADWAY	1	4	1	2	4	6	18.00	3.00	C
9	PACIFIC - WALNUT TO BROADWAY	1	4	1	2	4	6	18.00	3.00	C
9	RICHMOND	1	4	2	2	4	6	18.00	3.00	C
9	BELMONT - WALNUT TO BROADWAY	1	4	2	3	4	6	19.00	3.17	C
9	ATLANTIC - WALNUT TO BROADWAY	1	4	2	3	4	6	20.00	3.33	C
9	WALNUT - ROOSEVELT TO MAPLE	3	4	2	3	4	6	20.00	3.33	C
9	MAPLE - WALNUT TO BROADWAY	3	4	2	3	6	4	22.00	3.67	F
9	PACIFIC - PARK TO WALNUT	3	4	2	3	6	4	22.00	3.67	F

SECTION	STREET NAME	WATER	SEWER	DRAINAGE	CURBS AND S/W	ROADWAY	USAGE	TOTAL	SCORE	REMEDIATION
10	HARMON - PINE TO BAY	1	2	1	1	2	6	13.00	2.17	A
10	CURLEY - PINE TO BAY	1	2	1	1	2	6	13.00	2.17	A
10	PINE - DOYLE TO BOYD	3	2	2	1	2	4	14.00	2.33	A
10	ARMOUR - PINE TO BAY	1	2	1	2	2	6	14.00	2.33	A
10	KERRIGAN - PINE TO BAY	1	2	1	2	2	6	14.00	2.33	A
10	ROOSEVELT - PINE TO BAY	1	2	1	2	2	6	14.00	2.33	A
10	CLARK - PINE TO BAY	1	2	2	2	4	4	15.00	2.50	F
10	BARNES - PINE TO BAY	3	2	1	1	2	6	15.00	2.50	A
10	HERON - PINE TO BAY	1	2	1	2	2	6	15.00	2.50	A
10	HERON - CHESTER TO PINE	1	4	1	2	4	6	16.00	2.67	A
10	VINTON - PINE TO BAY	1	2	1	2	2	6	16.00	2.67	A
10	DOYLE - CHESTER TO PINE	1	4	2	2	4	6	16.00	2.67	C
10	PINE - NEPTUNE TO FORESTER	3	2	2	2	4	4	17.00	2.83	A
10	PACIFIC - PARK TO CHESTER	3	2	2	2	4	4	17.00	2.83	D
10	FORESTER - CHESTER TO PINE	1	6	1	1	2	6	17.00	2.83	F
10	ARMOUR - CHESTER TO PINE	1	2	2	2	4	6	17.00	2.83	A
10	VINTON CHESTER TO PINE	1	2	2	2	4	6	17.00	2.83	C
10	PINE - CLARK TO CURLEY	3	2	2	2	4	6	17.00	2.83	C
10	PINE - HERON TO VINTON	3	2	2	2	4	4	17.00	2.83	F
10	CURLEY - CHESTER TO PINE	3	2	2	2	4	6	17.00	2.83	F
10	CLARK - CHESTER TO PINE	1	4	2	2	4	6	17.00	2.83	A
10	BOYD - PINE TO BAY	1	2	2	2	4	6	17.00	2.83	A
10	DOYLE - PINE TO BAY	1	2	2	2	4	6	17.00	2.83	C
10	KERRIGAN - CHESTER TO PINE	1	4	1	2	4	6	17.00	2.83	A
10	FORESTER - PINE TO STATE	2	4	1	2	4	6	18.00	3.00	C
10	BOYD - CHESTER TO PINE	1	4	2	2	4	6	19.00	3.17	A
10	CHESTER - ROOSEVELT TO PACIFIC	2	6	2	2	4	6	19.00	3.17	C
10	CHESTER - PACIFIC TO CURLEY	2	6	2	2	4	4	20.00	3.33	F
10	CHESTER - NEPTUNE TO ROOSEVELT	2	6	2	2	4	4	20.00	3.33	F
10	STATE - PINE TO BAY	2	6	2	2	4	4	20.00	3.33	B
10	FARRELL - PINE TO BAY	1	4	2	2	4	4	20.00	3.33	B
10	DALTON - PINE TO BAY	3	6	2	3	4	6	26.00	4.33	F
10	KIRKWOOD - PINE TO BAY	3	6	3	3	6	6	27.00	4.50	F
10	HARMON - CHESTER TO PINE	3	6	3	3	6	6	27.00	4.50	F
10	FARRELL - CHESTER TO PINE	3	6	3	3	6	6	27.00	4.50	F
10	BARNES - CHESTER TO PINE	3	6	3	3	6	6	27.00	4.50	F

APPENDIX 3

ROADWAY EVALUATION WORK SHEET

SAMPLE

ROADWAY EVALUATION WORK SHEET

Street Sector: _____

Street Name: _____

Borders: _____

Inspection Dates: Dry Weather _____ Wet Weather _____

WATER SYSTEMS

1 2 3

SANITARY SEWER

2 4 6

DRAINAGE

1 2 3

CURB/SIDEWALK/DRIVEWAY APRONS

1 2 3

ROADWAY (PAVEMENT)

2 4 6

USAGE

2 4 6

TOTAL _____

RATING (TOTAL/6) _____

COMMENTS: _____
